REGISTERED No. 79—1872.

The Bombay Gazette.

No. 7,560.—New Series. BOMBAY:—FRIDAY, MAY 2, 1873. Subscription in Advance. {For a Year.....Rs. 42 / For Six Months ..Rs. 24} Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

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SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ASSYRIA, 1,494 Tons, 200 H.P., Commander E. H. Howell, R.N.R., will be despatched on SATURDAY, the 3rd May 1873, at 4 P.M.

May 1873.		May 1873.	
Leave BOMBAY	3	Leave Alleppy	9
" Ratnagherry	4	" Tuticorin	11
" Vingorla	4	" Colombo	12
" Goa	5	" Galle	13
" Carwar	5	" Negapatam	16
" Mangalore	6	" Madras	18
" Cannanore	7	" Coconada	20
" Tellicherry	7	" Vizagapatam	21
" Badagherry	7	" Bimlipatam	21
" Calicut	8	" Gopaulpore	22
" Beypore	8	" False Point	23
" Cochin	9	Arrive CALCUTTA	25

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

This route is the most expeditious and economical for Passengers for the Neilgherry district, Bangalore, and Madras, who can land at Calicut or Beypore and proceed from thence by rail. Passengers at Calicut may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSREH.

The s.s. CASHMERE, 1,082 Tons, 200 H.P., Commander T. Sanders, will be despatched on FRIDAY, the 9th May 1873, at 2 P.M.

May 1873.		May 1873.	
Leave BOMBAY	9	Leave BUSREH	28
" Kurrachee	13	" Fao	28
" Guadur	14	" Bushire	30
" Muscat	16	" Behrein	31
" Bunder Abbas	18	" Linga	June 2
" Linga	20	" Bunder Abbas	3
" Bushire	22	" Muscat	5
" Kuweit	24	" Guadur	7
" Fao	24	" Kurrachee	11
Arrive BUSREH	25	Arrive BOMBAY	13

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, in connection with the weekly service from England, despatch a Steamer to Kurrachee every FRIDAY.

The Steam-ship KURRACHEE, 510 Tons, 120 H.P., Commander R. Henderson, will be despatched on FRIDAY, the 2nd May 1873, at 2 o'clock.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

LIVERPOOL VIA SUEZ CANAL.

To leave 16th May positively.

THE new full powered Clipper Steam-ship KILLARNEY, Captain H. O'Neill, 1,059 Tons Yd. Register, has very superior accommodation for First and Second Class Passengers, and expects to make the passage Home in 37 days.

Rates of Passage Money, exclusive of Wines and Spirits, which can be had on board—

To LIVERPOOL, First Class ..... Rs. 500
Ditto Second Class ..... " 300
To SUEZ, First Class ..... " 300

For Passage and further particulars apply to

GRINDLAY, GROOM, & Co.

WILSON LINE.

LIVERPOOL VIA SUEZ CANAL.

To leave about 16th May.

THE s.s. XANTHO, 1,800 tons, 250 H.P. nominal, William Cozens, Commander, will leave as above. She has excellent accommodation for First and Second Class Passengers, with Saloon on Upper Deck, and carries a Surgeon and Stewardess. Rate of Passage Money, exclusive of Wines and Spirits, which can be had on board,

FIRST CLASS ..... Rs. 500
SECOND CLASS ..... " 300

For passage and further particulars apply to

GRINDLAY, GROOM & Co.

W. NICOL & Co., Agents.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.

THE Steamer APIS, 2,230 Tons, will be despatched for TRIESTE on or about the 1st May, to be followed by the Steamer CALYPSO, 2,384 Tons, to leave on about the 10th May 1873. These Steamers have good accommodation for a small number of Passengers.

RATES OF PASSAGE,

Including a liberal Table (exclusive of Wine and Liquors) and transit through Egypt, also free conveyance of 3 cwt. luggage.

	Cabin.	Deck with Food.
To Trieste	£40	£19-0
To Port Said	£30	£14-6
To Suez	£28	£13-7

Children under 3 years of age, Free; above 3 and under 10 years, Half Fare.

The Imperial Mail Steamer JUNO, 3,124 Tons, 400 H.P., will be despatched for Trieste on or about the 10th June. This Steamer has excellent accommodation for a considerable number of Passengers.

RATES OF PASSAGE.

	I. Class.	II. Class.	Deck.
To Trieste	£42-0	£35	£19 0
To Port Said	£33-6	£23	£14-6
To Suez	£32-8	£22	£13-7

Cargo taken for Trieste, Venice, Constantinople and Odessa, Aden, Egypt, England, and the Continent generally.

For further particulars, and for Freight and Passage, apply to the Agency of the Austrian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Manager.

Bombay, 12, Medows Street, 24th April 1873.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA	and	BOMBAY
on the 24th,		on the 1st
	of each month.	

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£7	
Suez	36	24	8	
Port Said	38	24	9	
Alexandria	39	25	9-10	
Messina	50	34	14	Including Wines.
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles(transhipment at Genoa	52	35	14-10	Without Food.

Children under 3 years, free of charge.
Children not above 10 years, half fare.

Next Steamers from Bombay :—

ARABIA, on THURSDAY, 1st May 1873.
PERSIA, on SUNDAY, 1st June 1873.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 6th November 1871.

NOTICE.—CONSIGNEES of CARGO per s.s. CHANCELLOR are hereby informed of the ARRIVAL of the VESSEL and requested to TAKE DELIVERY of their respective GOODS at once from the Bunder. Any Claims that may arise for short delivery or damage to Cargo, unless settled before 48 hours of the Vessel from Harbour, will not be entertained.

WALLACE & Co., Agents.

SHIPPING.

OVERLAND ROUTE.

On Monday, the 5th May, 1873, at 5 P.M., from Mazagon.

THE P. & O. Co.'s s. s. CEYLON, (2,012 tons, and 450 H. P.), Captain Robert Mentyer, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M., precisely, on the day of sailing.

CONTINENTAL RAILWAY TICKETS.—For the CONVENIENCE of PASSENGERS by the PENINSULAR and ORIENTAL COMPANY, RAILWAY TICKETS to PARIS and LONDON can now be obtained at the Company's Agencies at Suez, Brindisi and Venice.

GEO. F. HENRY,
Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 5th May, at 3 P.M., from Mazagon.

THE P. and O. Co.'s s. s. MASSILIA, (1,640 tons and 400 H.P.,) Captain C. Anderson, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 2nd May.

GEORGE F. HENRY, Superintendent.

STEAM TO KING GEORGE'S SOUND, MELBOURNE, AND SYDNEY.

On SATURDAY, the 3rd May, at 3 P.M., from Mazagon.

THE Peninsular and Oriental Company's S.S. BANGALORE, 2,063 Tons and 500 H.P.,) Captain G. C. Burne, will be despatched as above, calling at Galle.

For Freight or Passage apply to

GEORGE F. HENRY,
Superintendent.

3, Rampart Row, 30th April 1873.

LIVERPOOL VIA SUEZ CANAL.

THE magnificent full-powered Clyde-built Steam-ship "LEITH,"

2,000 Tons, 200 H.P. nominal, J. Rannetson, Commander, will sail from BOMBAY for LIVERPOOL about 20th May.

This Steamer has large airy SALOON and CABINS, and is admirably adapted for Passengers.

FIRST CLASS FARE ..... Rs. 450,

(Exclusive of Wines, &c.)

For Passages only apply to the Undersigned, who will give all information. Plan of the Cabins can be seen in the Office.

JOHNSON & Co.,
Ship-Brokers.

Nesbit Lane, Fort, Bombay.

"HARRISON LINE."

OUTWARD VOYAGE 28 DAYS.

(Including all Stoppages.)

THE new and powerful fast Steam-ship

"CHANCELLOR,"

2,000 Tons (sister vessel to the s.s. "AMBASSADOR") will sail from BOMBAY for LIVERPOOL, via SUEZ CANAL, about 15th May.

This St-am-r has been specially built for the East Indian Trade, and the Saloon and Cabins are well ventilated and fitted up with every improvement, luxury, and comfort.

FIRST CLASS FARE ..... Rs. 500,

(Exclusive of Wines, &c.)

For Passages only apply to the Undersigned, who will give all information.

JOHNSON & Co.,
Ship-Brokers.

Nesbit Lane, Fort, Bombay.

LIVERPOOL, VIA SUEZ CANAL.

MESSRS. HUGHES and NEPHEW'S well-known and favourite Passenger Steam-ships will SAIL from BOMBAY as under :—

About 15th May—"BELLONA," 1,900 Tons, 300 H.P., J. C. Shaw, Commander, (late of the well-known Passenger Ship "SIR WALTER SCOTT."

These magnificent full-powered Steamers are splendidly fitted up for Passengers and possess every comfort.

By special arrangement, each Steamer will carry an experienced Indian Surgeon.

FARE ..... £45, exclusive of Wines, Beer, &c., but including Cabin Furniture, Bedding Linen, &c.

For Passages only, apply to the Undersigned, who will supply all information.

Plans of the Cabins can be seen at the Office.

JOHNSON & Co.,
Ship-Brokers.

Nesbit Lane, Fort, Bombay.

SURAT AND GOGO FERRY.

STEAM FERRY (under Contract with Government).—A STEAM FERRY BOAT plies between SURAT and GOGO.

FARES FROM SURAT TO GOGO.

First Class	Rs. 5 0
Second Class	" 3 8
Third Class	" 1 8
Horses	" 4 0
Carriages	" 6 0

Until further Notice, the Steam Ferry Boat will leave Gogo every MONDAY, WEDNESDAY, and FRIDAY, and Surat every TUESDAY, THURSDAY, and SATURDAY.

Further particulars can be learnt on application to the Undermentioned Agents :—

FEEROZSHAH SHAPOORJEE at Surat.
DINKER NARRAYEN at Gogo.

Or to the Undersigned at Bombay.

J. A. SHEPHERD.

No 33, Meadow Street, Bombay, 9th October 1872.

P. and O. S. N. COMPANY.

NOTICE.

ALTERATION OF SAILING DATES.

VIA THE CANAL.

The following or other FIRST CLASS SHIPS will SAIL on the undermentioned dates for SOUTHAMPTON, via the CANAL :—

INDUS ..... 3,478 Tons ..... 500 H.P., on 12th May.

FARE.

First Class ..... Rs. 660
Second Class ..... " 360

GEORGE F. HENRY,
Superintendent.

Bombay, 3 Rampart Row, 8th April 1873.

HOMEWARD PASSENGERS VIA BOMBAY.

PASSAGES to SUEZ and EUROPE ENGAGED, without CHARGE for COMMISSION and BAGGAGE RECEIVED and SHIPPED.

PAY and FUND ALLOWANCES Realised.

CIRCULAR NOTES issued payable in EGYPT and throughout EUROPE.

BANK of ENGLAND NOTES, SOVEREIGNS, and NAPOLEONS supplied.

BILLS GRANTED on Messrs. Grindlay & Co., London, at the Exchange of the Day.

APPROVED DRAFTS on Calcutta and Madras, on demand and GOVERNMENT CURRENCY NOTES of any Circle of payment received at par.

GRINDLAY, GROOM & CO., Bombay.
Correspondents.

Grindlay & Co., London. Grindlay & Co., Calcutta.

DR. J. COLLIS BROWNE'S CHLORODYNE IS THE ORIGINAL AND ONLY GENUINE.

The Public are CAUTIONED against the unfounded statement, frequently made, "that the composition of CHLORODYNE is known to Chemists and the Medical Profession." The fact is, CHLORODYNE was Discovered and Invented by Dr. J. COLLIS BROWNE (ex Army Medical Staff), and so named by him, and it has baffled all attempts at analysis by the first Chemists of the day. The method and secret of the preparation have never been published. It is obvious, therefore, that anything sold under the same, save Dr. J. COLLIS BROWNE'S CHLORODYNE, is a spurious imitation.

CAUTION.—Vice-Chancellor Sir W. P. Wood stated that Dr. COLLIS BROWNE was undoubtedly the Inventor of CHLORODYNE.

REMEDIAL USES AND ACTION.

This invaluable remedy produces quiet, refreshing sleep, relieves pain, calms the system, restores the deranged functions, and stimulates healthy action of the secretions of the body, without creating any of those unpleasant results attending the use of opium. Old and young may take it at all hours and times when requisite. Thousands of persons testify to its marvellous good effect and wonderful cures, while medical men extol its virtues most extensively, using it in great quantities in the following diseases :—Cholera, Dysentery, Diarrhœa, Colics, Coughs, Asthma, Rheumatism, Neuralgia, Whooping Cough, Cramp, Hysteria, &c.

EXTRACTS FROM MEDICAL OPINIONS.

The Right Hon. Earl Russell communicated to the College of Physicians, and J. T. Davenport, that he had received information to the effect that the only remedy of any service in Cholera was CHLORODYNE.—See *Lancet*, Dec. 31, 1864.

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay.—"CHLORODYNE is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after 18 months' severe suffering, and when other remedies had failed."

Dr. Lowe, Medical Missionary in India, reports (Dec., 1865) that in nearly every case of Cholera in which Dr. J. COLLIS BROWNE'S CHLORODYNE was administered, the patient recovered.

Extract from *Medical Times*, Jan. 12, 1866.—"CHLORODYNE is prescribed by scores of orthodox medical practitioners. Of course it would not thus be singularly popular did it not supply a want and fill a place."

CAUTION.—None genuine without the words "Dr. J. COLLIS BROWNE" on the Government stamp. Overwhelming medical testimony accompanies each bottle.

Sole Manufacturer.—J. T. DAVENPORT, 33 GREAT RUSSELL ST., BLOOMSBURY, LONDON.

Sold in Bottle at 1s. 1½d., 2s. 9d., and 4s. 6d.

COPPER-PLATE PRINTING, ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Offices and Bank Seals, Seals for stamping Envelopes, &c., engraved to order, and at moderate prices.

Specimens may be seen at the Office of the "Bombay Gazette" Press.

SALES BY AUCTION.

CRAWFORD AND COMPANY, 3, MARINE STREET, BOMBAY.

SALE OF Superior First-class Teak Logs, Scantlings and Boards.

THIS DAY, FRIDAY, the 2nd instant, at 3 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction, at the Mazagon Dockhana Bunder, to close old shipment—

About 50 Tons 1st class Teak Logs.
" 50 " 1st class Teak Scantlings.
" 50 " 1st class Teak Boards, of various sizes,

in small convenient lots to suit the requirements of purchasers.

AUCTION SALE OF THE STEAM SHIP SIR J. R. CARNAC.

TO-MORROW, SATURDAY, the 3rd instant, at 3 P. M., Messrs. CRAWFORD and Co. will submit to Public Auction, at their Rooms, to close partnership account, the Steam-ship Sir J. R. Carnac, of the burthen of 161 tons, and of 40 Horse Power together with her masts, sails, and appurtenances complete, as may be lying in the Bombay Harbour at the time of sale.

SALE OF FRESH OILMANSTORE from the well-known and celebrated Purveyors, Crosse and Blackwell, just landed ex s.s. Virago.

On WEDNESDAY next, the 7th instant, at 2 P.M., Messrs. CRAWFORD and Co. will submit to sale by Public Auction, at their Rooms, an invoice of fresh oilmanstores, consisting of assorted pickles, mushroom, catsup, Harvey sauce, raspberry vinegar, essence of anchovies, assorted syrup, essence of coffee, salad oil, white wine and malt vinegar, Durham mustard, tapioca pearl barley, assorted tart fruit, 7 lb. tins, assorted jams and jellies, Oxford and Bologna sausages, red herrings, assorted soups, Robinson's groats and barley, Yarmouth bloaters, fresh herrings, lobsters, green peas, Blackwall whitebait, Lancashire mushrooms, herrings a la sardine, Milton oysters, potted meats, Moore's cocoa and milk, Irish and Wiltshire bacon, Cheddar and Berkeley cheese, Worcestershire sauce, Scotch oatmeal, isinglass, condensed milk, &c.

SALE OF FRESH OILMANSTORES, from the well-known and celebrated makers, G F. Coward and Co., just landed ex s.s. Hilton Philipson.

On WEDNESDAY next, the 7th instant, at 2 P.M., Messrs CRAWFORD and Co. will submit to sale by Public Auction, at their Rooms, an invoice of fresh oilmanstores, comprising 70 packages, consisting of Durham mustard, salad oil, vinegar, assorted pickles, essence of anchovies, Reading, Worcestershire, John Bull and Harvey sauce, walnut and mushroom catsup, French capers and olives, assorted tart fruits, 3 and 1 lb. assorted jams and jellies in patent stone jars, assorted candied peel in glass jars, Patras currants, Turkey figs, Sultana pudding and muscatel raisins, Jordan almond, tapioca, pearl barley, Scotch oatmeal, bloater paste, smoked Yarmouth bloaters, &c, &c.

CRAWFORD & Co.

Bombay, 2nd May 1873.

NEW ADVERTISEMENTS.

TRIESTE AND VENICE.

THE Fine New Steam-ship GLADYS, 1,370 Tons, will sail for the above Ports about the 15th instant, and has excellent accommodation for a few Passengers.

Rate of Passage Money, exclusive of Wines, &c., which can be had on Board, £35.

For Passage and further particulars apply to

LAWRENCE & Co.,
Agents s.s. Gladys.

NOTICE.—CONSIGNEES of CARGO per s.s. BELLONA, Commander Shaw, from Calcutta, are hereby informed of her ARRIVAL, and requested to SEND BILLS of LADING accompanied by DELIVERY ORDERS for our counter-signature, to PAY FREIGHT, and to TAKE DELIVERY at once of their respective GOODS. No Claim for deficiency of, or damage to, Cargo can be entertained after departure of the Vessel.

FINLAY, MUIR, & Co.,
Agents for Captain Shaw.

Bombay, 1st May 1873.

GRANT ROAD THEATRE.

TUESDAY EVENING, 6th MAY.

PRODUCTION OF THE WORLD-FAMED COMEDY IN THREE ACTS, BY TOM TAYLOR, ESQ., ENTITLED,

STILL WATERS RUN DEEP.

CHARACTERS.

John Mildmay	Mr. David Oliver.
Capt. Hawksley	Mr. W. Bennee.
Mr. Potter	Mr. Raven.
Dunbilk	Mrs. Herbert.
Langford	Mr Edinborough.
Markham	Mr. Dé Buggins.
Gimblet	Mr. Jaques.
Jessop	Mr. St. Andrew.
Mrs. Mildmay	Miss May Godfrey.
Mrs. Sternhold	Mrs. Bennee.

THE PERFORMANCE TO CONCLUDE WITH THE SCREAMING FARCE OF

COOL AS A CUCUMBER.

Plumfer	Mr. W. Bennee.
Mr. Barkin	Mr. Edinborough.
Fredrick Barkin	Mr. Walter Raleigh.
Jessey Honeyton	Miss May Godfrey.
Wiggins	Mrs. Bennee.

PRICES OF ADMISSION.

Family Tickets to admit three	Rs. 10
Single	" 4
Stalls	" 3
Gallery	" 2
Pit	" 1

Performance to commence at 9 o'clock.

Box Plan and Tickets at Messrs. SOUNDY, BRESLAUER & Co.

NOTICE.—WANTED, a PROBATIONER for the BOMBAY PILOTAGE SERVICE. Salary Rs. 80 per month. Applications with testimonials should be forwarded to the Master Attendant. No applications will be entertained from persons holding a lower certificate than that of First Mate.

By Order,
HENRY MORLAND, Lieut., late I.N.,
Secretary.

Harbour and Pilotage Board, Bombay, 1st May 1873.

TO THE JUSTICES OF THE PEACE FOR THE CITY OF BOMBAY.—I hereby give NOTICE, that a SPECIAL GENERAL MEETING of the JUSTICES of the PEACE for the CITY of BOMBAY will be HELD in the TOWN HALL, on WEDNESDAY, the 21st day of May, 1873, at 3 o'clock in the afternoon, precisely, to consider the following business :—

1. Memo. of the Municipal Commissioner, No. 2024, forwarding Copy of Government Resolution No. 2088, on the subject of the transfer to the Municipality of the site on which it is proposed to erect a Market at Mazagon.

2. Letter from Government, No. 1363, forwarding Government Resolution No. 1362, relative to the salary of the Municipal Executive Engineer for the current year.

3. Letter of the Municipal Commissioner, No. 2098, forwarding a copy of a letter from the Solicitors to the Corporation on the subject of the result of the Suit by the Executors of Culliandass Kirparam against the Justices in respect of the Lease of premises in Chowpatty which was repudiated by the Board in 1872—and the said Suit having been decided against the Corporation to consider and decide upon the course to be adopted.

LESLIE CRAWFORD,
Clerk to the Justices of the Peace for the City of Bombay.

IN THE HIGH COURT of JUDICATURE at BOMBAY.—Ordinary Original Civil Jurisdiction.

In the matter of Act XIX. of 1857, and of the Companies' Act 1866, and of the WESTERN INDIA HOTEL COMPANY, Limited, in Liquidation.

UPON hearing Messrs. MANISTY and FLETCHER, the Attorneys to the Liquidators of the above-named Company, and upon reading the joint affidavit of HAMILTON MAXWELL and JAMES ALEXANDER FORBES, Liquidators of the said Company, sworn on the 29th day of April, instant, and hereto annexed, and the exhibit referred to in the said affidavit, I do order that the said Hamilton Maxwell and James Alexander Forbes, as such Liquidators as aforesaid, be at liberty to pay into the hands of the Accountant General of this Honourable court, to the credit of an account to be called "The Western India Hotel Company, Limited, in Liquidation, Unclaimed Distribution Account," the sum of Rupees Two Thousand Three Hundred and Sixty-two Annas Eight and Pies Six, now in the hands of the said Hamilton Maxwell and James Alexander Forbes; and further that this Order be advertised in the *Bombay Government Gazette*, the *Bombay Gazette*, and the *Bombay Jami Jamshed*.—Dated this 30th day of April 1873.

L. H. BAYLEY.

MANISTY and FLETCHER,
Attorneys to the Liquidators.

JOHN MOIR AND SON, ABERDEEN, AND 14, COMMERCIAL STREET, LONDON,

Would direct attention to their present stock of

SOUPS,	BACON
FISH,	SAUSAGES,
JAMS,	OX TONGUES,
JELLIES,	PICKLES,
MARMALADE,	SAUCES, &c.

The BACON and SAUSAGES are now not only prepared by J. M. and Son, but the Pigs, being Bred and Fed by them, are of undoubted quality.

WHITMORE'S COMPOUND LINIMENT, OF ARNICA.—A Specific for the cure of Rheumatism, Lumbago, Sciatica, Sprains, Contusions, Weakness of the Joints, Chilblains, &c. It is also an excellent remedy as a stimulating application to the surface of the Chest and Back in Pleurisy, Inflammation of the Lungs, Pulmonary Consumption, and Hooping Cough. When the Liver is inactive, rubbed over it, its stimulating properties have a beneficial effect, and in all cases where counter-irritation is desirable, it will be found invaluable. In bottles, small, medium, and large.

Wilkinson's Bronchio-Thoracic Lozenges.

Prepared from the receipt of an eminent Physician, and experience has fully justified their recommendation as the most speedy remedy in irritation of the Throat, Catarrhal Coughs, Bronchitis, Incipient Consumption, Spitting of Blood, &c., &c. Bronchitis, Incipient Consumption, Spitting of Blood, &c., &c. Speakers and Vocalists they will be found invaluable, as they impart a clear and beautiful tone to the voice. Free from any preparation of Opium, and of an agreeable taste, they are applicable to all.

Whitmore's Stomachic and Liver Pills.

No Pill is so efficacious in promoting digestion, strengthening the Stomach, correcting Acidity, preventing or removing Headache, Giddiness, &c., arising from a Costive Habit, Debilitated Stomach, or Torpid Liver. In bottles, small, medium, and large. They require no change of diet, and those of the most delicate constitution may take them with safety.

Taken as an adjunct with Wilkinson's Sarsaparilla with the greatest success.

Prepared only by Thomas Wilkinson, 270, Regent Street, London.

Bombay :
Wholesale and Retail Agents, Treacher & Co., Limited, Medical Hall, Byculla, and Fort, Poona.
And of the principal Firms in India and the Colonies.

WANTED.

WANTED, a LOCAL FUNDS ENGINEER. Salary Rs. 600 per mensem.—Apply to T. C. HOPE, President, Surat District Local Fund Committee.

PRESS READER WANTED.—No one need apply who is not practically acquainted with Printing Work, and who cannot give testimonials as to steadiness of character.—Apply to the Manager, *Bombay Gazette*.

AN ASSISTANT (EUROPEAN) in a Mercantile House in Calcutta, where the Establishment is being reduced, desires an engagement in a like capacity, in a Bank or other responsible position. Has had many years experience both of Banking (on the Scotch system) and of Manchester Manufactures, and has a thorough knowledge of Book-keeping. Can be recommended by present employers.

NOTICES.

AGRA BANK (Limited).—NOTICE.—Mr. W. S. D. BLACKHALL will act as MANAGER of this BRANCH from 1st proximo, during my absence on leave, or until further notice.

By Order of the Directors,
FRED. T. ATKINS,
Officiating Manager.

Bombay, 30th April 1873.

BOMBAY SCOTTISH ORPHANAGE SOCIETY.—A SPECIAL GENERAL MEETING of the MEMBERS of the BOMBAY SCOTTISH ORPHANAGE SOCIETY will be HELD in the Vestry of St. Andrew's Church, on MONDAY next, the 5th instant, at 5 P.M., to consider the question of registering the Society under Act XXI. of 1860.

By Order of the Committee,
FRANK A. SPENCER,
Honorary Secretary.

LONDON AND LANCASHIRE LIFE ASSURANCE COMPANY.

RETIRING PROVISIONS affording the benefits of a PENSION FUND are granted by this Company. Full particulars, Copies of the Balance Sheet, &c., and every information may be obtained on application to

C. J. WALLIS,
Manager for India.

Bombay, February, 1873.

HONGKONG and SHANGHAI BANKING CORPORATION.—NOTICE is hereby given, that from and after the 1st day of May next, a REGISTER of SHAREHOLDERS will be provided and kept at the YOKOHAMA BRANCH of the Corporation, and any person or persons holding shares, wishing to transfer them from either Hongkong, Shanghai, London, Bombay or Calcutta, to Yokohama and *vice versa*, may make the necessary application to any of the above Offices respectively.

By Order of the Board of Directors,
HERBERT COPE,
Acting Agent.

Bombay, 23rd April 1873.

BOMBAY OMNIBUS COMPANY, KHETWADY ROAD, No. 141.

CARRIAGES of all descriptions, with or without HORSES; also SINGLE HORSES and PAIRS may be HIRED at a moderate charge. Agreement made by the month at reduced rates. Horses shod under the supervision of a practical Farrier. Orders will be received at the Premises, Khetwady, by Mr. Burdett, Manager, or at No. 12, Military Square, Fort.

FOR CHARGES SEE CARD CIRCULARS.

FOR SALE, one new, well made, single-seated BROUGHAM, two young AUSTRALIAN MARES, trained in double and single harness.

THE ORIENTAL TELEGRAM AGENCY.

LONDON.....140, Leadenhall Street, 35A Moorgate Street.
MANCHESTER.61, Princes Street.
LIVERPOOL.....Batavia Buildings, Hackins, Hey.
BOMBAY.....Victoria Buildings, Elphinstone Circle.

THIS AGENCY IS OPENED for the collection, transmission and distribution of *Private Messages* through the lines of the Great Cable Companies. To any station in the *United Kingdom, France, Belgium, Holland*, and other countries in *Europe, America, &c. &c.*

Tariff for Messages can be obtained upon application at the Office. Messages for registered clients have the advantage of the full address being forwarded at the cost of one word only, no charge for registration and forms supplied.

CHARLES CARTER,
Agent, Bombay.

Bombay, April 1873.

B. B. AND C. I. RAILWAY.

ALTERATION OF TRAINS.

On and after May 4th, the DOWN MAIL will leave Church Gate Street at 7 A.M., Surat 3-30, Broach 5-12, Baroda 7-10, and arrive at Ahmedabad at 10-0 P.M. The UP MAIL will leave Ahmedabad at 6-45 A.M., Baroda 9-35, Broach 11-26, Surat 1-25 Noon, and arrive at Church Gate Street at 9-10 P.M. The DOWN MIXED will leave Church Gate Street at 7-30 A.M., arrive at Surat 5-15 P.M.; leave Surat 5-0 A.M., arrive at Ahmedabad 5-50 P.M.; leave Ahmedabad 7-0 A.M., arrive at Wudwan 2-0 P.M. The UP MIXED will leave Wudwan at 10-30 A.M., arrive at Ahmedabad 5-30 P.M.; leave Ahmedabad 7-30 A.M., arrive at Surat 5-15 P.M.; leave Surat 7 A.M., arrive at Church Gate Street 7-30 P.M. The DOWN LOCAL, Bombay to Veraun, will leave Church Gate Street at 7-0 P.M., and arrive at Veraur at 9-20. The Kankra Kharee Station will be closed. For further particulars, see the Company's Time Tables, which are exhibited at all Stations.

J. R. DUXBURY,
Traffic Manager.

Bombay, 29th April 1873.

SPECIAL NOTICE.

Caution to the Public.

Whereas several miserable

COUNTERFEITS

of

MURRAY AND LANMAN'S FLORIDA WATER

Are offered for Sale in the Bombay Market

the

Public are hereby Cautioned

against

PURCHASING THE SAME.

They are not only useless as a Perfume,

but

Very injurious to the health.

The well-known Richness and Delicacy

of

MURRAY AND LANMAN'S FLORIDA WATER

Is in itself sufficient to maintain its ascendancy over all other Perfumes.

It should be purchased only from

RESPECTABLE DRUGGISTS,

Asking for the

GENUINE

MURRAY & LANMAN'S FLORIDA WATER,

Prepared only by

Messrs. LANMAN AND KEMP,
WHOLESALE DRUGGISTS,
NEW YORK.

J. NEUBERG,
MEADOW STREET, BOMBAY.

JUST LANDED PER S.S. ASSYRIA,

COCONADA CHEROOTS,

OF VARIOUS SIZES.
BURMAH LUNKAS.
BABINGTON do.
SEDANS.
LEISURE HOUR.
DOLLY VARDEN.

PONDICHERRY CHEROOTS AND CIGARS.

"Indiana" Cigars, No. 1 and No. 2.
"Long" Cheroots.

JUST RECEIVED PER S.S. JAVA,

A FRESH STOCK OF

TRICHINOPOLY CHEROOTS.

THOMPSON'S MUSTER, PRIME QUALITY,
DAWSON'S MUSTER, PRIME QUALITY,
MADURA'S No. 1 and No. 2,
BLUCHER'S No. 1 and No. 2,
NOBLE'S PRIME.

RECEIVED PER S. S. TRAVANCORE,

A SUPERIOR QUALITY OF

MANILLA CIGARS.

FORTIN ..... No. 2.
CAVITES ..... No. 2.

SAMPLES OF CHEROOTS FORWARDED POST FREE ON APPLICATION.

FOR SPECIAL PRICE LIST APPLY TO

J. NEUBERG.

FOR SALE AT THIS OFFICE.

THE ACT of PARLIAMENT constituting the HIGH COURT of BOMBAY, with the Letters Patent and other Documents relating to the same. Price RUPEES THREE.

MILLINERY ESTABLISHMENT.

ESTABLISHED IN 1851.

UXBRIDGE HOUSE, 7, CLARE ROAD, BYCULLA, BOMBAY.

MRS. LAKE,

MILLINER, DRESS MAKER, OUTFITTER, SILK MERCER, &c.

A LARGE AND CHOICE SELECTION OF

FASHIONABLE MILLINERY

ALWAYS IN STOCK.

ALL SUPPLIES RECEIVED PER "OVERLAND MAIL" STEAMERS.

WEDDING AND MOURNING ORDERS CAREFULLY ATTENDED TO.

"RIDING HABITS MADE TO ORDER."

LADIES' OWN MATERIAL MADE UP WITH CARE AND TASTE.

TERMS—CASH.

Orders from Outstations, to ensure immediate attention, should be accompanied by a remittance or reference for payment in Bombay.

HOT SEASON GOODS.

BY APPOINTMENT,

BADHAM AND COMPANY

HAVE just received, a Fresh Consignment of GOODS for the present Hot Weather : comprising Light Tweeds in every colour, Oxford Shirtings, French Shirtings, Silk and Wool, &c., &c.

TEN PER CENT. DISCOUNT FOR CASH.

COMMERCIAL INTELLIGENCE.

THURSDAY, 1st MAY 1873.

EXCHANGE on London has remained at nearly the same rates as yesterday, the tendency being however slightly against sellers.

Government Securities are still well held at our quotations.

Bank Bills, 6 months' sight	1s. 11⅛d. to 5/16d.
Credit Bills, do.	1s. 11⅛d.
Documents, do.	1s. 9/16d.
Bank Bills, 3 months' sight	1s. 11 1/16d.
Credit, do.	1s. 11 7/32d. to 1s. 11⅛d.
Documents, do.	1s. 11 5/16d.
Bank Bills, demand	1s. 10¾d. to 13/16d.
On Calcutta Bank Bills, 60 days' sight	99½
Do. demand	par. to 100 1/16
On Madras, 30 days' sight	99½ nominal.
Do, demand	100
On China House Bills, 60 days' sight	225½

GOVERNMENT SECURITIES.

Five-and-a-half per cent.	110½
Four & half per cent.	104½
Four per cent.	103½ to 103
Four & half per cent. (Public Works Loan)	106
Five per cent. Debenture Loan, 1886-87	103½
15 years' Debenture Loans	109½
10 years' do. do.	105
5 years do. do.	103
Six per cent. Municipal Loan House Rate	112
Do. Do. Market Rate	112
New French Loan 5 per cent. fully paid up of 1871 and 1872	92 nominal.
New French Loan instalment paper of 1872	94
Paris Municipal Loan (Debenture Rs. 117) per Bond	115.

Rates of discount at New Bank of Bombay—	
Loans on Government Paper on demand	4½ per cent.
Fixed Loans on do. to 3 months'	5½ ,,
Do. do. over 3 do.	6½ ,,
Do. on Merchandize	7½ ,,
Cash Credit do. to 3 months'	6½ ,,
Do. do. over 3 do.	6½ ,,
Do. do.	7½ ,,
Bank Bills	6½ ,,
Mercantile Paper	8½ ,,

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10-8-6
Carolus	200
Mexican Dollars	222
Five-Franc Pieces	221½
Bar Silver	107½ to 107¾
Gold Leaf	16-12
Bar Gold 10 oz. English 100 touch	16-14
Australian Gold 100 touch	16-13

FREIGHT REPORT.

THURSDAY EVENING.

Rates by Liverpool steamers continue depressed at £2-17-6, but they are slightly firmer on account of two steamers having been taken up for the Continent. By Sail, they are wonderfully firm, and scarcely anything is to be got under £2-18-9 except by ships to arrive; which are not wanted even at £2-10, as they cannot be got ready before the rains. The steamer Gladys engaged 6,500 bales to-day for Trieste and Venice at £3-2-6 to £3-5 quick loading.

London	Cotton	No ships.
	Cases	
	Seeds	
Liverpool	Iron ships Cotton	£2 17s. 6d. to £3 0s 0d.
	Wooden Ships	£2 17s. 6d.
	Myrabollams	£2 2s. 6d.
	Cake bills	£0 17s. 6d.
	Seeds	£2 5s. 0d. nominal.
Havre	Cotton	£3 0s. 0d. nominal.
	Coffee	
Overland Steamers—		
Venice		£3 5s. 0d.
Trieste		£3 7s. 6d.
Liverpool		£3 0s. 0d.
Havre		£3 5s. 0d.
Liverpool via Suez Canal		£2 18s. 9d. to £2 17s. 6d.
China	Steamer Cotton	Rs. 6 per bale.
	Opium	Rs. 25 to 30 per chest.
	Sailing Ships	Rs. 6 per bale nominal.
Calcutta	Salt	Rs. 5 per ton.
Calcutta to Bombay		{s.s. Rs. 15 p. ton ; ship Rs. 14} p. ton and Calcutta Port charges.
Mauritius		Nothing doing.

BOMBAY BILL AND STOCK LIST.

THURSDAY AFTERNOON.

STRONG demand for all kinds of Spinning shares at increased rates. Colaba and Bank of Bombay firm. Press shares unchanged.

BANKS.

No. of Shares	Nomi. value per Sh.	Paid up.	Last dend.	Names.	Cash Rates per Share.
	Rs.	p. a.			*
150,000	100	all	5 p.ct.	Agra Bank	85
22,000	1,000	all	6 p.ct.	Bank of Bengal	1,400
10,000	500	all	5 p.ct.	Do of Bombay New	750
10,000	500	100	5 p.ct.	Do 2nd Res. Issue	223½
5,250	1,000	all	5 p.ct.	Do of Madras	1,170
10,000	250	all	6 p.ct.	Chartered Mercantile Bk. of I. L. & China	250
40,000	284½	all	12 pct.	Hong. & Shanghai Bank	410 nl.
40,000	200	all	Nil.	Chartered Bk. of I. & C.	150
37,500	250	125	4 p.ct.	National Bank of India	109
10,000	250	all	12 do.	Oriental Bank	450

RAILWAY COMPANIES

.....	£20	21 8-10	p.c.	G. I. P. Railway Consolidated Stock	233
.....	£20	10 9-10	do.	Do. New £20 Shares	126
.....	£20	43-10ths	do.	Ditto	
.....	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
.....	£18	19 8-10	do.	Do. New Shares	215

LAND COMPANIES.

6,000	3,000	all	Rs. 77	Colaba Land Co	1,450
9,000	150	all	Nil.	Frere Land & Pier Co. Ld.	109
750	2,000	2,000	31p.s.	Mazagon Land	855
6,000	1,000	all	15p.s.	Port Canning Land Company, Limited	410

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	150p.s.	Albert Mills Co.	1,750
601	1,250	all	50p.s.	Alexandra Spinning	1,200
598	2,500	all	100	Alliance Spinning	2,200
300	2,700	500		Bhowmuggur M. & P. Co.	825
100	5,500	all	...	Bombay	2,800
900	1,000	all	20*	Bombay United	1,305
600	150	150	25*	Broach Mills	230
2,500	2,000	all	...	Dhurumsey Spinning	1,385
750	2,000	all	200p.s.	Great Eastern	2,050
750	1,000	all		Jewraj Ballo Mills	995
2,500	1,000	all	140p.s.	Manockji Petit's	1,100
500	1,000	all	10 p.s.	Morarjee Spinning	1,045
800	2,500	all	150p.s.	Oriental	3,090
490	2,500	2,400	216p.s.	Royal	2,650
570	1,000	all	...	Soonderdas Spinning	1,180

* Per share for the half-year.

PRESS COMPANIES.

150	5,000	2,850	150 p.s.	Akbar Cotton Press Co.	1,750 x.d.
200	2,000	1,100	150d.	Albert Co. Kurrachee	800
100	5 0	all	10p.ct.	Albert king Co.	550
250	3,000	250	Nil.	Alexandra Press Co.	280
150	12,000	11,000	100p.s.	Apollo Press Co.	6,700
200	2,000	all	200p.s.	Bombay Press Co.	1,450
200	500	all	50 p.s.	Do New	735
350	1,000	1,000	100 p.s.	Broach Cotton Co.	900
100	1,500	...	...	Carwar Company	1,100
800	1,888	all	40	Colaba Press Co.	5,000
350	2,000	all	250p.s.	East India Press Co.	2,800 nl.
150	8,500	all	500	Fort Press Co.	6,000
300	2,000	1,800	75 p.s.	Framji Cowasji Press Co.	625
300	1,000	all	200 p.s.	French Press Co	725
250	5,000	6,000	225 p.s.	Hydraulic Press Co.	2,150
350	5,000	1,467	75 p.s.	Imperial Press Co	825
200	400	350	42½ p.s.	Mofussil Press & G. Co.	635
120	2,500	all	250 p.s.	Prince of Wales Press	2,150
300	1,000	250	...	Sassoon's Press Co.	400
400	850	750	135 p.s.	Scinde Press Co.	450
100	1,000	750	...	Scind and Punjaub Cotton Press Co., Limited	1,140
225	2,000	1,000	250*	Victoria Press, Madras	1,150
150	850	all	8 p.ct.	Vic. Cot. Gin & Press Co.	1,000

Per share for the half-year.

MISCELLANEOUS.

.....	2,500	1,500	100p.s.	Bombay Burmah Trading Corporation	1,350
1,000	50	all	4½ p.ct.	Bombay Gas Company	55
500	500	300	15 ps.	Landing and Shipping Co. of Kurrachee Ld.	150
2,150	200	100	7 p.c.	Malabar Company Ld.	102
2,000	50	all	12 ps.	Mechanics B'ld'gs Co.	25
2,000	500	all	40 ps.	Treacher & Co	460
2,000	250	all	40 ps.	Vizgas Patent Slip Co	60

BANKS IN LIQUIDATION.

			Date of L'dation.		
.....	95	19½	...	Bank of China	1
.....	250	2	Mar. '66	Central Bank	1
.....	...	...	...	East India Bank	1
.....	200	13	Feb. '67	Indian Peninsula	1
.....	200	70½	May '67	Royal Bank	2

SALES AND PURCHASES.

PIECE GOODS.

The Market closed quiet without any quotable change in prices. The following sales are reported to have been made by European firms yesterday :—

250	pieces	Grey	Shirtings	40	in. 29	yds. 6	lbs. at Rs.	4	4 0
500	,,	,,	,,	40	,, 29	,, 6	,, at ,,	4	4 0
5,000	,,	,,	,,	40	,, 32	,, 8½	,, at ,,	5	13 0
650	,,	,,	T. Cloth	32	,, 24	,, 7	,, at ,,	4	9 3
250	,,	,,	,,	32	,, 24	,, 7	,, at ,,	4	10 0
1,000	,,	White	Mulls	40	,, 20	,,	at ,,	2	7 6

COTTON.

The Market closed quiet without change in rates. There is, however, an active demand at our yesterday's quotations. The following purchases are reported to have been made by European firms yesterday :—

25	candies	New	Mowa	Ready	at Rs.	198
50	,,	,,	,,	,,	at ,,	200
50	,,	,,	,,	,,	at ,,	197
100	,,	,,	,,	,,	at ,,	198
50	,,	,,	,,	,,	at ,,	198
200	,,	,,	Dholleras	,,	at ,,	191
200	,,	,,	,,	,,	at ,,	201
25	,,	,,	,,	,,	at ,,	193
125	,,	,,	,,	,,	at ,,	192-98
30	,,	,,	Broach M.G.	,,	at ,,	230
50	,,	,,	Jumboosor	,,	at ,,	225
25	,,	,,	Veraval W.S.	,,	at ,,	153
50	,,	,,	Curanjo	,,	at ,,	159
50	,,	,,	,,	,,	at ,,	159

In Yarns and Metals no sales are reported.

BOMBAY GOVERNMENT TELEGRAPH OFFICE—1st MAY, 8 P.M.

Latest dates from United Kingdom.

Via Russia, 3 th April, 7-48 P.M., Greenwich time. Time in transit, 12 hours 23 minutes.

Via Turkey, 30th April, 10-10 P.M., Greenwich time. Time in transit, 14 hours 25 minute.

Via Red Sea, 1st May, 11-40 A.M., Greenwich time. Time in transit, 2 hours 14 minutes.

Latest dates from Continent of Europe.

Via Russia, 1st May, 8-35 A.M., Greenwich time. Time in transit, 2 hours 40 minutes.

Via Red Sea, 1st May, 1 P.M., Greenwich time. Time in transit, 38 minutes.

Latest dates from America.

Via Russia, 30th April, 8-18 P.M. Greenwich time. Time in transit, 12 hours 55 minutes.

Latest date from China.

Via Singapore, 1st May, 2-30 P.M. Time in transit, 3 hours 10 minutes.

Latest date from Australia.

Via Singapore, 1st May, 1-25 P.M. Time in transit, 8 hours 28 minutes.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 30th to 8 P.M. of the 1st May is as follows :—

	Max.	Min.
From Calcutta	2 41	0 10
,, Galle	3 40	2 54
,, Kurrachee	4 41	0 7
,, Madras	3 10	0 27

SHIPPING.

ARRIVALS.

April.	Vessel.	Commander.	From.
30	Sir Bartle Frere (s),	Drewitz	Cutch, April 24.
May 1	Punjaub (s)	Hansard	Zanzibar, April 12.
	Bellona (s)	Shaw	Calcutta, April 19.
	M.S. Elphinstone (s)	McNeill	Carwar, April 28.
	Suzanne	Ducombe	Bordeaux, October 20.
	Calypso (s)	Graffi	Cardiff, March 7.

DEPARTURES.

May.	Vessel.	Commander.	Destination.
1	Arabia (s)	Coboara	Genoa, &c.
	Thunderbolt	Goldsworthy	Liverpool.
	Emblehope (s)	Morris	Liverpool.
	Berwick (s)	Ward	Liverpool.
	Rustom (s)	Jourdain	Coast and Goa.
	Apis (s)	Spendan	Trieste, &c.

The following vessels entered out for loading yesterday :—

Ship Undaunted, Young, to Falmouth.
Ship Ambrose, Tickle, to Liverpool.
Ship Kirkwood, Sinnott, to Liverpool.

The following vessels were entered out for loading yesterday.—
Steamer M. S. Elphinstone, to Coast and Carwar.
Steamer Sea Gull, to Port Said via Carwar.
Steamer Gladys, to Trieste, &c.
Steamer Sir Bartle Frere, to Cutch.

DAILY IMPORTS.—1st MAY.

FROM LIVERPOOL.

Potomac, s, 250 kegs iron nails, P Nowrojee.

FROM LONDON.

Xantho, s, 114 packages glassware, E Peermahomed ; 100 bundles sheet iron, 12 bundles and 45 bars pears, and 299 bundles iron hoops, H Allibhoy & Co; 37 packages glassware, M Maneckjee ; 20 cases foolscap papers and 7 cases printed books, B Sazba & Co ; 38 cases oilmanstores, Bolton & Co ; 5 cases wallpapers and 4 cases varnish, F Abdoolally & Co ; 100 boxes candles and 3 cases soap, D Esmailjee & Co.
St. Olaf, s, 90 cases brandy, J Nowrojee.
British Flag, 6 cases rum, Bounevialle and Sibille.
Pembrokeshire, 25 cases brandy, J Nowrojee.
Crosby, s, 25 drums linseed oil, 10 drums turpentine, and 1 case varnish, S Mirally.

FROM GENOA.

Asia, s, 18 cases brandy, Bounevialle and Sibille.
Persia, s, 18 cases brandy, Bounevialle and Sibille.

DAILY EXPORTS.—1st MAY.

FOR LIVERPOOL.

Bride of Lorne, 2 bales cotton, M. Candas ; 396 packages Colombo roots, 99 packages cowdas, and 1 bundle india rubber, H. Thavur & Co ; 300 bales cotton, G. Tippet & Co.
Helen Scott, 2 bales cotton, D. Hormusjee Cama & Co ; 142 bales cotton, S. Mooljee.
Mabel, 500 bales cotton, Gaddum & Co.
Robert Kerr, 1,000 bales cotton, Gaddum & Co ; 50 bales cotton, H. Abdoola ; 55 bales cotton, P. Rowjee ; 100 bales cotton, P. Dunbur ; 40 bales cotton, K. Soorjee ; 200 bales cotton, B Ambaidass ; 100 bags linseed, G Hurjeewan ; 100 bales cotton, B. Shamjee.
Bewick, s, 100 bales cotton, W. and A. Graham & Co.
Granite City, 450 bales cotton, Gaddum & Co ; 800 bundles gulls, P. Narronjee.
William Cory, s, 200 bales cotton, N. Kessowjee & Co ; 3 bales cotton and 30 bales wool, G Hurjeewan ; 50 bales cotton, G. Tippet & Co ; 72 bales cotton, Wallace and Co ; 100 bales cotton, H. Cisson & Co ; 40 bales wool, K. Toolsidass ; 100 bales cotton, N. Manuckjee & Co.
Tiber, s, 70 bales wool, D. Bhojraz ; 121 bales cotton, T. Topun ; 51 bales cotton, C. Verseyj ; 17 bales cotton; M. Candas ; 500 bales cotton, Lyon & Co ; 35 bales cotton, K. Nixon & Co ; 65 bales wool, S. Veerjee ; 25 bales cotton, C Lilladhur ; 125 bales cotton, J. Peerbhoy ; 26 bales wool, R Roychund ; 65 bales cotton, W Ramchund ; 51 bales cotton, L Waljee.
Killarney, s, 115 bales cotton, C Mowjee & Co ; 163 bales cotton, L Khimjee & Co ; 500 bales cotton, Lyon & Co; 110 bales cotton, T Doongersy ; 53 bales cotton, D D Ghandy & Co ; 95 bales hemp, G Shamjee ; 79 bales cotton, W Nicol & Co.
Orchis, s, 760 bundles myrabollams, R Alladinbhoy ; 30 tons old iron, R Narrondass, 23 bales cotton, D Jadowjee.
Potomac, s, 1,000 bundles linseed, J Burjorjee Vacha.
Tythonus, 2,700 bundles coir yarn, s s Narrelwala.
Walscastle, 85 bales cotton, A Moosance ; 40 bales cotton, K Hurmookroy.
Indus, s, 150 bales hemp, W Nicol & Co.
Chancellor, s, 100 tons old iron, G Khanbhoy.

FOR LONDON.

Maud, s, 15 cases skins, H Daya ; 9 cases hingda, R & F Esmanjee ; 9 bales hides, C Nanjee ; 10 bales hides, R Rusoolbhoy ; 50 cases sharkfins, A Babool.
Ceylon, s, 1 case shawls, R L Southern & Co.
Indus, s, 69 bags coffee, H A H Talub.

FOR TRIESTE.

Apis, s, 3 bales cotton, Young and Co ; 50 casks coffee, A C Gumpert.
Gladys, s, 1,120 bales cotton, Gaddum and Co.
Ceylon, s, 57 bags coffee, H A H Talub.

FOR ODESSA.

Apis, s, 55 barrels coffee, A C Gumpert.

FOR FALMOUTH.

Hoppet, 250 bales cotton Knoop and Co.

FOR SUEZ.

Indus, s, 6 cases indigo, D Sassoon and Co.

FOR VENICE.

Gladys, s, 450 bales cotton, Gaddum and Co.

FOR HONGKONG.

Massilia, s, 33 chests opium, C Ebram ; 28 chests opium, N J Abraham ; 84 chests opium, G Chejooram ; 11 chests opium, R Dhunjeeshaw and Co ; 76 bales cotton, D Cowasjee Tata ; 21½ chests opium, H A Esmail and Co ; 12 bales cotton, E Framjee and Co ; 1 box coals, E Nocrdin and Co ; 97½ chests opium, D Sassoon and Co ; 54 chests opium, S Nowrungroy ; 7 chests opium, G Koonjlall ; 6 chests opium, E D Lungrana and Co ; 22 bales cotton, J Peerbhoy ; 74 packages red raisin, E F Mahomed.

FOR SHANGHAI.

Massilia, s, 6½ chests opium, D. Ramsook ; 31 chests opium, R. Dhunjeeshaw & Co ; 74 chests opium, H Nursingdas ; 30 chests opium, T Gunshamdass ; 3 chests opium, T Sitaram ; 4 chests opium, R. Jugnath.

MILITARY.

ARRIVALS.—APRIL 27.

Kemball, Colonel, 15th Regiment N I, on leave, from Malliguam.

APRIL 28.

Crumley, Conductor, Commissariat Department, on furlough, from Kurrachee.

APRIL 30.

Girgan, Lieutenant, Bengal 1st Battalion 11th Regiment, on duty, from England.
D'Altera, Staff Surgeon, Army Medical Staff, on duty, from England.
Hallett, Sub-Lieutenant, 72nd Bengal Regiment, to join, from England.
Carnac, Sub-Lieutenant, 43rd Regiment, to join, from England.
Couchman, Colonel, Madras Royal Artillery, on duty, from England.
Barwell, Major Genl, Bengal Staff Corps, from furlough, from England.
Crawford, Captain, Madras Staff Corps, from furlough, from England.

DEPARTURES.—May 1.

Gordon, Lieutenant-Colonel, Bengal Staff Corps, on furlough, to England.

BOMBAY GOVERNMENT ORDERS.

(*Bombay Government Gazette, May 1.*)

MILITARY DEPARTMENT.

The undermentioned officer is allowed furlough to Europe for eighteen months, on medical certificate :—

Lt O'M Creagh, Bombay S C, Adjt Bhaiwarra Bat.

First Class Schoolmaster W Clifford, Asst Supt, Army Schools, is allowed furlough to Europe for twenty months, on medical certificate.

Col A Robinson, Ben S C, is allowed to proceed to Europe, on medical certificate.

Col C C G Ross, Ben S C, Comdt Her Majesty's 14th Regt Ben N I, is allowed to proceed to Europe, on medical certificate.

Lt-Col C C Dandridge, Ben S C, is allowed to proceed to Europe, on medical certificate.

The undermentioned officer is allowed furlough to Europe for twelve months, on medical certificate :—

Lt-Col T M Harris, R A, Asst Adjt Genl R A.

The undermentioned officer is allowed furlough to Europe for two years, on medical certificate :—

Capt F A Beville, Genl List, Qr Mr 25th Regt N L L.

The following appointment is made :—

Lt-Col J H Reid, R A, to officiate as Asst Adjt Genl, R A, during the absence, on medical certificate, of Lt-Col Harris.

The following officers have been permitted by the Secy of State, to return to their duty :—

Capt I Barras, Capt P J F Henslowe, and Major A T Reid.

The following officers have been granted extensions of leave :—

Maj G F Beville, 6 months, S C, Lt-Col F Schneider, two weeks, P A.

The following promotion is made, subject to Her approval :—

Cadre 2nd Regiment Light Cavalry.

Lt (2S Capt) Albert Purcell Currie to be Capt from 6th Sept 1871, vice Oldfield, retired.

The undermentioned officer is allowed furlough to Europe for two years, from date of departure in May next.

Capt R A Erskine, Acting Commandant 2 H M the Queen's Own Local Bat.

Maj Newport, 16th Regt N I, officiated as Depy Judge Adv Genl, Mhow Division of the Army, in addition to his own duties, from the 15th March to the 6th April 1873, inclusive, on the departure of Col Williams.

Asst Surg C S Close resumed his appointment as Surg to H E the Govr on the 22nd inst.

The furlough to Europe for two years, on private affairs, granted by Genl Order, 277, dated 16th April, to Maj Blakeney, S C, Wing Officer 22nd Regt N I, is cancelled at that officer's request.

The services of Lt J Grant, 1st Regt N I, are placed at the disposal of Government in the Political Department.

MARINE DEPARTMENT.

Commander G T Robinson, Supt of Marine, is granted leave to Europe for one year, on medical certificate, from the 12th proxim.

With reference to the foregoing, Capt Giles, Master Attendant Kurrachee, is appointed to act as Supt of Marine, during Capt Robinson's absence, or until further orders.

The undermentioned third class engineers of the Bombay Marine to be promoted to second class engineers, to fill existing vacancies in the latter grade, from the 1st April 1873, viz :—

1	Mr R J A Lowndes,	6	Mr R J Saunders.
2	Mr Isaac Holt,	7	Mr Samuel Self.
3	Mr Henry Elcock,	8	Mr James Balbi.
4	Mr William John Onions,	9	Mr Samuel Beeching.
5	Mr Bagot Read.		

POLITICAL DEPARTMENT.

Lt James Grant, S C, has been appointed Ag Comdt of H H the Gaekwar's Local Bat at Dharoe, and Asst Resident, during Capt Jackson's absence in Okhamundel, or until further orders.

JUDICIAL DEPARTMENT.

Under the provisions of Section 27 of Act XIV. of 1869 (the Bombay Civil Courts Act) the Hon the Govr in Council is pleased to invest Rao Bahadoor Mahadeo Govind Ranade, first class Subordinate Judge of Poona, with power to hear appeals from such decrees and orders of Subordinate Courts in the Poona District as may be referred to him by the Judge of thas District.

The Hon the Govr in Council is pleased, under Act X. of 1872, to invest Mr D B Crawford, Mag of the Hala Division of the Hydrabad District, with power to hear appeals from convictions by Mags of the second and third classes within the above Division.

[REVENUE DEPARTMENT.

Mr J E Andrè, Asst Collr, Tanna, is allowed a furlough for two years under Section 7 (c), Chapter III. of the Civil Leave Code.

Mr J King acted as Collr and Mag of the district of Kaira from the 1st to the 19th March 1873, both days inclusive, and from 29th March to 11th April 1873, both days inclusive.

The unexpired portion (viz. from 12th to 17th inst) of the furlough for one year granted to Mr W B Mulock, C S, from 18th March 1872, and subsequently extended to one month more by the Secy of State, is cancelled.

Mr H E Watson, Dépy Collr in Sind, is allowed leave of absence for fifteen months, to proceed to Europe, on medical certificate, and subsidiary leave from the 12th inst. not exceeding 30 days.

Mr J E Andrè, Asst Collr, Tanna, is allowed subsidiary leave not exceeding 30 days.

Mr J R Arthur, Collr and Mag of the Dist of Sattara, is allowed leave of absence, on medical certificate, for six months, from the 8th proximo.

GENERAL DEPARTMENT.

Sub-Asst Surg Wamanji Wesudeo and Pestonjee Bomanjee are promoted from the second to the first grade, with effect from the 14th inst.

Sub-Asst Surg Hormusjee Dadabhoy is attached for duty to the Jamsetjee Jejeebhoy Hospital.

FINANCIAL DEPARTMENT.

Mr. H V S FitzGerald, Supy Depy Coll, Sind, has been allowed by H M's Principal Secy of State for India, an extension of leave, for five months, on sick certificate.

Mr. W T Cole, Collr of Customs, Kurrachee, has been permitted by the Secy of State to return to duty by the Mail Steamer due in Bombay on the 16th May 1873.

PUBLIC WORKS DEPARTMENT.

Capt F D Maunder, Genl List, is appointed to act as Ex Engr, Canara, during the absence of Capt H H Lee, R E, on privilege leave.

Maj A T Mander, R E, is appointed Ex Engr, Khandeish, vice Lt W H Haydon, R E, proceeding on furlough to Europe.

EDUCATIONAL DEPARTMENT.

Rao Saheb Mohunlal Runchordass, Deputy Educational Inspr, Surat, acted as Educational Inspr, Northern Division, from the 10th Dec 1872 to the 23rd Jan 1873.

Mr W A Russell, Educational Inspector, Southern Division, has been granted by H M's Secy of State for India six months' extension of leave on medical certificate.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.		Mail closes.	Arrival packet.
United Kingdom	May	5	5-30 P.M.	6-30 P.M.
Kurrachee	,,	2	11 A.M.	12 A.M.
Persian Gulf via Kurrachee	,,	9	11 A.M.	12 A.M.
China	,,	5	4-30 P.M.	No after packet.
Australia	,,	3	4-30 P.M.	
Mauritius, Reunion, &c	,,	12	5-30 P.M.	6-30 P.M.
Zanzibar, &c	,,	12	5-30 P.M.	6-30 P.M.

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay every Monday at 7 P.M. during the fair Season, and on Fridays, at 5-30 P.M., commencing with the mail of the 24th May, during the monsoon.

Letters will be received at the General Post Office up to 5-30 P.M.

Newspapers, Books, and Patterns, up to 3 P.M.

Registered Letters up to 2 P.M. Letters presented for registration after that hour will be received up to 4 P.M. on payment of an additional fee of 2 annas on each etter. The additional fee to be paid in stamps affixed to such letters.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Pier Post Office Window, 5-30 to 6-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1-30 P.M.

Fully prepaid letters will be received on board the Overland Mail Steamer after 5 P.M. up to starting time (7 P.M.) by the payment of an additional fee of Eight Annas. All others will be refused.

The postage chargeable on letters sent to the countries mentioned below *through Trieste* is altered as follows, with effect from the 1st April 1873 :—

	Present Rates per ½ oz.	Revised Rates per ½ oz.
	Annas	Pies. Annas	Pies.
Austria, Luxemburg, German States, Austrian Post Offices in Turkey, Belgium, Denmark, Netherlands, Switzerland, Moldavia, Wallachia, Servia	8	8	8	0
	9	4	9	0

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded "via Brindisi," to the United Kingdom, or places served through the United Kingdom, are as follows :—

For the United Kingdom.

Each Letter per ½ ounce—annas 8.
Each Newspaper per 4 ounces—annas 2.
Each Book or Pattern Packet not exceeding one ounce—1 anna and 4 pie ; not exceeding 2 ounces—annas 2, 8 pies ; not exceeding 4 ounces—annas 4, 8 pies ; every additional 4 ounces—annas 4 8 pies.

The full prepayment of Correspondence forwarded via Brindisi is optional and all covers not fully prepaid will, unless specially marked by the senders for transmission by any other route and conforming to its conditions, be forwarded via Southampton.

The subjoined Table shows the dates of departure of Overland Mail Steamers from Bombay during the first half of 1873 :—

	At P.M.		At P.M.
Monday		Monday	At 7 P.M. May 26
,,	May 5	Friday	At 5½ P.M. May 30
,,	,, 12	,,	June 6
,,	,, 19	,,	,, 13

CHINA AND AUSTRALIAN MAILS.

The subjoined Table shows the dates of departure of the China and Australian Mail Steamers from Bombay during the first half of 1873 :—

CHINA MAILS LEAVE BOMBAY ON

At 4-30 P.M.		At 4-30 P.M.
Tuesday	May 5 Monday	June 2
,,	,, 19 ,,	,, 16
	,,	,, 30

AUSTRALIAN MAILS LEAVE BOMBAY ON

At 4-30 P.M.		At 4-30 P.M.
Saturday	May 3 Saturday	June 28
,,	,, 18	

Registered letters will be received until 1 P.M. on the respective days. The Postage for a ½ oz. letter to the Australian Colonies 8 as. 8 pies.

MAILS TO MAURITIUS.

The subjoined time table, shows the dates of departure of mails or Mauritius and Reunion for the first half of 1873 :—

REGULAR MAILS.	SUPPLEMENTARY MAILS.
Monday May 12	Monday May 19
,, June 6	,, June 13

MAILS FOR ZANZIBAR.

The following table of the steam packet service between Aden and Zanzibar, and *vice versa*, is published for general information. the service will be a monthly one in connection with mail steamers from England :—

Leave Bombay.	Arrive Aden.	Leave Aden.	Arrive Zanzibar.
May 12. ...	May 20.	May 23. ...	June 4.
Leave Zanzibar.	Arrive Aden.	Leave Aden.	Arrive Bombay.
May 10. ...	May 19.	May 22. ...	May 30.
June 7. ...	June 16.	June 19. ...	June 27.

MAILS FOR KURRACHEE AND PERSIAN GULF.

The B.I.S. N. Co.'s Contract Steamers from Bombay to Kurrachee and Persian Gulf will leave as under :—

LEAVE BOMBAY FOR KURRACHEE.

Friday	May 2	Friday	May 28
,,	,, 16		

LEAVE BOMBAY FOR PERSIAN GULF VIA KURRACHEE.

Friday	May 9	Friday	May 23

Registered and Ordinary letters, as well as books and sample packets, and parcels, can be posted up to 11 A.M. and late fee letters up to 12 noon on the day of departure of the steamer.

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers :—

Subscription for One Year (*Post Free*)	Rs.	42	0 0
Half Year	*ditto*	24	0 0
Three Months	*ditto*	14	0 0
One Month	*ditto*	5	0 0
One Week	*ditto*	1	8 0

The above rates are for subscriptions paid *in advance*.

"BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes* ; specially-written Money and Commercial Market and Freight Reports ; Leading Articles on the principal topics of discussion in India ; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, Military, and Sporting, published in the Daily *Bombay Gazette*.

A specimen copy will be sent on receipt of address.

Subscription for One Year, *Post Free to India*, Rs. 12.
Postage to England, Rs. 6-8 per annum.

BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Overland Mail for Europe.

Per Annum	Rs	10 0 0
Per Copy	,,	0 4 0

TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. TREACHER & Co.'s, or Messrs. D. S. KEMP & Co.'s, POONA, price, 4 annas. Also, on Tuesday the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

BOMBAY EXHIBITION OF 1873.

PERSONS or ESTABLISHMENTS having CLAIMS against the MANAGING COMMITTEE of the BOMBAY EXHIBITION are requested to SEND THEM IN without delay.

G. W. TERRY,
Member of Committee and Honorary

for the 2,000 Guineas for nearly £500, the figure being 6 to 1, and for the Derby Mr. Savile's crack found friends very ready to take 9 to 1 at the close. Matapan was made the medium of constant outlays at 25 to 1 for the Guineas, and Hochstapler was often enquired after for the Derby, the taking price being 100 to 8. Of the Quail, now at 20 to 1, I have a high opinion for the Chester Cup race. Mr. Lefevre's Flagelot, the first favourite for the Guineas, has only 3 to 1 and no takers laid against him for the French Derby; so I presume we shall see him at the post for that race.

General the Hon. Henry Cavendish is dead, and the full colonelcy of the Scot's Greys consequently vacant. The deceased General was buried yesterday at Eastbourne, two officers of the regiment being present, and eight sergeants of the 2nd Dragoons acting as pall-bearers. During the week some most satisfactory experiments have been made at Shoeburyness with the experimental 10-inch howitzer, which is a piece adapted from an old 9-inch smooth bore wrought iron-gun with a steel tube. It was fired with 20 lbs. of rifle large grain powder and a shell weighing 400 lbs. The howitzer weighs 5 tons, or twenty-seven times as much as its charge. It is rifled with a uniform twist of one turn in 14 calibres, and is 5 feet long. It shot with the greatest precision up to 6,000. Such guns, if not too heavy, would be invaluable when fired with low charges for breaching Indian mud-built forts. Service howitzers are now to be manufactured on this pattern. The official returns of the prize shooting have been issued. Colour-Sergeant Kennedy, 79th Highlanders, is the best shot in the army, the total number of points gained by him being 110. The best judge of distance is Private Clark, 15th Regiment, who obtained the greatest number of points possible, viz., 18. The best shooting company is letter D of the 1st Battalion 19th Regiment. The Duke of Cambridge has appointed Colonel Marshall, late of the 2nd Life Guards, to be one of his Aides-de-Camp, vice Colonel Clifton, who has retired on full pay. Colonel Stuart, C.B., Royal Artillery, has been appointed an extra Aide-de-Camp.

An Army Circular, dated 2nd instant, directs that recruits may be enlisted for the Infantry in such proportions as may from time to time be directed by the Adjutant General for (1) long service enlistment, *i. e.*, for twelve years army service, or (2) short service enlistment—*i. e.*, six years with the colours and six years in the reserve. For the present all enlistments for the Cavalry, Artillery, and Engineers will be for the long service enlistments, *i. e.*, for twelve years army service. Recruits may also be enlisted for general service, and when so enlisted will be sent to such regiments or brigades as require them. They will be posted to such regiments or brigades until, within fifteen months after their enlistment, they are finally attached to a regiment or brigade. Any soldier who enlists under the Act, on completing eleven years army service or nine years in certain cases when ordered for foreign service, may with the consent of his commanding officer or other competent authority, be re-engaged for such a period as shall complete twenty-one years in Her Majesty's service. The following arrangement, with reference to linked battalions, has been ordered:—(1) The single battalion regiments which are linked together to form the line position of a sub-district brigade will, so far as regards the sub-lieutenants thereto appointed, and the soldiers therein enlisted, after this date, constitute one corps for all military purposes. All first appointments to the line, and all enlistment for line-service (excepting for certain general service enlistments) will be for the particular brigade, instead of, as heretofore, for particular regiments. (2) Officers and soldiers who may be so appointed to any brigade will, for reliefs for all duties at home and abroad and for every military purpose whatsoever, and in whatever ranks they may hereafter respectively hold, be interchangeable between the line battalions of their brigade, and will be liable to serve in either of those battalions indifferently, without regard to the particular battalion to which they may have been first appointed to serve. When battalions, not belonging to one of the existing double battalion regiments, are linked together, each will retain its distinctive number, precedence, traditions, colours, and facings. (3) Where officers are transferred from one battalion of any brigade to the other battalion thereof, the public will bear the cost of the necessary change of uniform, except where such transfer may take place on promotion, or on the application of the officer so transferred. When men are transferred from one to the other battalion of any brigade, the cost of the necessary change in clothing, will be borne by the public.

A telegram from Devonport says that a party of seamen of Her Majesty's ship Cambridge were at gunnery practice, when a 12 pound shell exploded as it was being put into the gun. One of the men was struck by a large splinter, and had his collar bone broken. Several others received minor injuries. The trial of the self-accused Eltham murderer, Private Bingham, of the 52nd Light Infantry, on a charge of stealing a cash box and £130 has been postponed for three months, on an affidavit put in by his counsel that he was of unsound mind and not capable of giving instructions for his defence; also that important documents were in possession of his uncle, the Rev. Mr Bingham, who was now abroad.

Opinions both in and out of Parliament are strangely at variance with reference to that grim and ugly craft the Devastation, the mailed champion of the British fleet, which is now about to try her powers in deep water and against such seas as Neptune may hurl at her. The *Standard* says of her—"Uncouth in shape and far from pleasant in her very name, the Devastation seems destined to be a thing of terror either to those whom she defends or the enemy whom she may attack. If Bellona ever wanted a yacht this should be her craft." She makes her six hours steaming trial on Tuesday or Wednesday, and my impression is that this ill-favoured ship will behave like a good ship and prove a most effective vessel of war. She has only one mast, a pretty sort of tooth pick, only weighing 20 tons. We have sad accounts of fever in the Flying Squadron produced by overcrowding.

I have seen the prospectus of "The Anglo-Indian Bank and Civil and Military Agency, Limited," with a capital of £250,000, which will be launched under a very efficient direction immediately after the Easter holidays. The first issue of capital, viz., £100,000 has been guaranteed by the promoters. This institution proposes to transact banking and agency in all its branches. Offices, with news rooms attached, are to be opened in London, Bombay, Calcutta, and Madras. There is to be a loan department to aid officers of the civil and military covenanted and uncovenanted services and railway officials. Agency business for the services and for all European residents in India in all its branches will be carried on, and co-operative stores, under the direction of this institution, will be established in the first instance at the three presidency towns and subsequently at all the principal up-country stations, so that Indian residents will no longer be required to pay the extortionate prices for "Europe" articles they have so long been accustomed to. A rupee will no longer represent a shilling, and the twenty-four and thirty-six per cent. of bunnihs and sowkars, so far as European employés of Government are concerned, are about to close. I can imagine one or two establishments I know of in Bombay receiving this piece of information with great glee.

MONUMENTS OF EGYPT.—A correspondent, writing under date of Cairo, March 22, says that an address, written in French, and signed by travellers of all countries, had just been presented to the Khedive by a deputation headed by Sir Vincent Eyre, and accompanied by the English Consul-General. In this address it was stated that travellers from the West did not scruple to inscribe their names on any monument of early Egyptian civilization they inspected. Paintings, hieroglyphics, statues, and bas reliefs had been disfigured in this way. Secondly, several superb temples stood in need of instant repair. For example, at Karnak, several columns of the great Hall had their foundations weakened by the action of the water of the Nile and of the nitre which it had in solution. Thirdly, the palace and temple of Medinet-Aboo, with the sculptures and paintings in its courts, would, if more completely excavated, be a source of sincere gratification to all lovers of art. It was most desirable, too, that each precious monument, such as the cave tombs of Beni Hasan, which possess a peculiarly high historical value, should have official responsible guardians to prevent defacements by visitors and the neighbouring villagers. The deputation ventured to say that all tourists would be disposed to pay a small tax in the shape of an entrance fee to meet the expenses of preserving these inestimable monuments, and of instituting a search for others. Such taxes were imposed at Pompeii, Herculaneum, Verona, Nismes, and other ancient cities. It was with reserve and difference that the deputation brought these facts under the notice of his Highness, being anxious that he would immediately take proper measures. The antiquities in question attracted annually to Egypt a great and increasing number of tourists, who viewed with astonishment the progress which seemed destined to raise the country to the pitch of prosperity and grandeur it enjoyed under the Pharoahs. The address was signed by Major-General Sir Vincent Eyre, R. A., Mr. R. Monteith, of Carstairs, North Britain; Mr. A. MacCallum, Sir Charles Wolseley, Mr. F. Herbert, the Duke of Hamilton, Lord Coke, the Hon. J. C. Amherst, Mr. R. Villiers, Capt. H. Ewart, Mr. T. J. Livingstone, Rev. E. Scully, Mr. L. Dennistoun, Mr. Stanhope Ingis, Mr. E. G. Lyttelton, the Hon. C. P. Berkeley, Count A. Esterhazy, Messrs. Aspinal, Ward, Kingsland Remnor, Wales, Rosmond, Woodside, of the United State of America, and many others of various nations. "His Highness" said our correspondent, "seemed much gratified by the address, and promised to give it his best consideration."—*Times.*

EAST INDIA FINANCE COMMITTEE.

FULL NOTES OF MR. MACLEAN'S EVIDENCE.

THE following are the full notes of the evidence given by Mr. J. M. Maclean before the East India Finance Committee:—

Chairman: Have you resided in India?—I have been connected with India for over 13 years.

What has been your occupation, and where have you been?—Journalist in Bombay.

Have you in that position directed your attention to the administration of affairs in India?—I have.

And have you formed any views upon the policy that has recently been introduced with reference to what is called decentralisation?—I have had occasion during the last two years to pay a great deal of attention to that policy and to its results in Bombay.

If you desire to express your views on that subject, perhaps you will state them now?—I think that the cardinal defect of this policy is that it takes away what you may call the only available check in India on the ambition of subordinate officials. It is as true now, perhaps truer than when Mr. Shore wrote it forty years ago, that the greatest curse of India is often a zealous official. In that country it is the interest of every governor of a province or a town, and of every ruler of a district, to magnify himself and the Government to which he belongs by spending as much money as possible; and the only check that you can apply in a country where there is no real representation of the people possible, is a check from above, the check of some body devoid of all local predilections, and able to reduce the demands of different provinces to a proper proportion, and to keep them in due relation to one another.

Do you think that spirit which you have described finds its way into the Council of the local Governor, or into the mind of the local Administration of the Province?—In Bombay, decidedly it has done so.

Do you think that there has been too great a disposition to embark in novel enterprises?—Yes; there has been great zeal for expenditure, and very little desire for reduction in any way.

Do you find that in the Presidency town, where I presume you have resided, there is a great disposition to stimulate the Governor and Council to embark in all kinds of undertakings?—On the part of individuals, perhaps; not on the part of the community.

Then your observation applies more to those in the public service throughout the Presidency, each wishing to bring himself forward with new enterprises?—Yes.

Do you think that that has been the main cause which has stimulated such large expenditure in the Presidency of Bombay?—Perhaps you will allow me to state what have been the actual results of the decentralisation policy in Bombay. The decentralisation minute was published about the end of 1870, and Sir Seymour Fitzgerald, the Governor of Bombay, in his budget speech of 5th April 1871, said the Government of India had left him with a deficit of 100,000*l.*, which he must make good somehow. He did not attempt to do so by reducing expenditure, but he proposed to levy taxes to increase his revenue. He brought forward a tax on feasts which was withdrawn afterwards; it was strongly objected to by the natives.

Mr. B. Cochrane: On what description of feasts—Every kind; it would have included marriage ceremonies and even religious ceremonies of some kinds, according to the native belief. But he succeeded in passing a measure for levying a tax known as the non-agricultural cess, on the rural non-agricultural population, and also in fixing a contribution on the large and wealthy cities of the Presidency towards the general expenditure of the police. Now, with regard to this non-agricultural cess, the excuse given for levying it was, that there were a large class of people in the mofussil who were not occupiers of land, and did not contribute to the land revenue, and whom, therefore, it was fair to tax; but the tax went down as low as incomes of fifty rupees a year; anyone who had 50 rupees a year income was to pay a tax of eight annas; and the fee increased according as the income increased. This tax was introduced at a time when the Government of India was relieving all incomes of less than 750 rupees a year from the payment of Imperial income tax; so that so far as regards this measure, the result of decentralisation in Bombay was to substitute an income tax on incomes of 50*l.* a year for an income-tax on incomes of 75 *l.* a year.

Sir C. Wingfield: Will you mention what number of people it was estimated would be brought under taxation by this tax?—The tax was to produce four lacs of rupees. I do not know how many people were expected to pay it; but practically it was to hit everybody in the mofussil who did not pay land tax: because I suppose there is no household in the country where there is not as much as 50 rupees earned in the course of the year.

If you had the report of the debate in the Governor's Council with you, I think you will see the number stated there?—I have not it with me to refer to.

Chairman: Do you know whether there was any feeling of satisfaction or dissatisfaction at these proceedings of the Government of Bombay amongst the community?—I cannot say that there was any feeling amongst the community, because the tax touched a class whom one seldom hears from directly; but I know that the district officers generally were strongly indignant at the tax being passed, and very many of them personally made representations to me of the extreme injustice which it inflicted on poor people, and of the discontent which it was creating all through the Presidency.

Without wishing to penetrate the secrets of Indian journalism, I may perhaps ask whether you get any communications from natives in the interior, or do they come from persons in the public service, the few Europeans who are resident in the interior?—Almost always from Europeans; more come now-a-days from natives than used to come from them.

But are they the English educated natives of the public service, or independent natives?—I have had some communications about the assessment of the land tax from natives who could not speak English at all, in North Canara.

Do you mean that they write to you in the vernacular?—No, they came up and employed an interpreter.

But I mean did you receive any written communication?—Very seldom anything of that kind.

You do not keep any establishment to translate letters written to you?—No; we get translations from the native press regularly, but nothing else.

And in the Presidency town are the communications that are made to you from Europeans exclusively, or do the natives communicate to you in the form of letters, and otherwise?—Natives communicate in Bombay very freely indeed upon all subjects. There is a very large class of educated natives there who take a great interest in public affairs.

Are the educated class of natives English educated, that is people who read and write English?—Mostly.

I presume that your journal circulates almost entirely amongst Europeans, and to some extent, also among the natives who read and write English?—Yes.

The chief circulation is among the Europeans?—Yes.

And among the public servants?—I do not know that.

I mean except in Bombay town; and there it goes amongst all classes?—Yes.

Mr. Fowler: It is entirely published in English?—Yes.

Chairman: When you speak of a control being needed beyond the local Government, do you mean the control of the Secretary of State here, or the control of the Government of India?—The control of the Government of India. I think the Government of India used to exercise a very careful supervision over the different provincial budgets, and the tendency was, as a rule, in favour of economy. By this decentralization policy, they shifted responsibility on to the provincial Governors, and became less anxious to control expenditure.

Can you give the committee any idea as to what is thought by the community of the Governor transacting his business in the Legislative Council; do they consider that he is as much responsible as if he had no Council, or do they consider the Legislative Council responsible for what is done?—I think the Governor is generally held responsible.

What part does the Legislative Council, which actually passes the laws, play in the opinion of the public?—They consider that it is simply to give advice, and express opinions on any measure; but there is always a majority of officials to carry any measure.

As officials, they are not bound to obey the Governor's orders, are they?—No.

Then, in point of fact, he cannot do anything affirmatively unless they choose to consent?—No.

Therefore you could not hold a man responsible for a policy, could you, which he could not carry out?—Well if the Governor of Bombay comes to the Legislative Council, and says, "Here is a deficit; I am bound to make it good; you must pass these measures," I think that the responsibility rests mainly upon him. They must supply money in some way or another to carry on the public service.

But with regard to measures which very often lead to expenditure, and which create a deficit, can the Legislative Council deal with them; do the public consider the Legislative Council in any way responsible for what they do, or do they put it all on the Governor?—I do not know what measures the Legislative Council passes that create expenditure; they have no power over expenditure, as I understand by the Council's Act.

But measures of administration lead, do they not, to expenditure; supposing, for instance, they passed a measure to inspect cotton all over the presidency, would not that involve the Government in expenditure?—Yes, that would do so.

Mr. B. Cochrane: Do you know how much money was raised by this tax on feasts?—It was never passed into law: it was withdrawn.

Chairman: Have you any other point to state on the immediate effect of the decentralisation?—There is another thing which I wanted to call attention to, and that is this: in the old days there was an imperial grant made by the Government of India towards the cost of the police in Bombay, a grant of a lac of rupees a year. When this decentralisation policy was carried out, Sir Seymour Fitzgerald withdrew this grant from the police, and told the Municipality of Bombay to raise the money, and pay the police themselves. This was in the middle of a financial year, when the Municipality was already in difficulties, and the practical result was to throw on the Municipality the responsibility and the odium of levying fresh local taxes on the people to supply the deficit created by the reduction of the imperial income tax.

Has the Municipality the power of reducing the police establishment?—No; that is fixed by the Government; they have only the duty of paying it.

That is a case, therefore, in which the expense of local administration is incurred by the Government, and the mere payment reserved to the local admiuistrators?—Yes; it was looked upon as very unjust in Bombay, because Calcutta and Madras, I believe, still receive these grants from the Imperial Government; but it was taken away from Bombay, and there were great complaints at that time of the state of the municipality. There is another point which I would notice, about the policy of decentralisation, namely, that it stimulated very much the zeal of the district officers in Bombay to increase the assessments on the land. Of course the members of Committee are aware that the land in Bombay is mostly let out on 30 years leases; the settlement there is for 30 years; these leases began to fall in a year or two ago. The land had been let on very low terms indeed, with a very satisfactory result in the first settlement, and now that these leases are falling in, so great is the demand for money, I may say at head quarters, that it creates a very unwholesome zeal in the officials of the Revenue Survey Department to get as much revenue as they possibly can, and to screw up the land assessment as high as possible. One instance last year occurred in the taluok of Madeh, in the Deccan. It was re-assessed at an increase of 80 per cent., in spite of the opinion expressed by the collector of the district, that such an advance might give rise to some discontent. I give that as an example of what I think is the tendency of the Bombay Revenue Survey to reverse the very wise and beneficial policy introduced by Sir George Wingate and others, of letting out the land there on the lowest possible rental, in order to secure an increase of cultivation, and to make the agricultural population contented with our rule.

Was that land, which was so much increased, in a very favoured position with regard to the railway station, or otherwise?—The Great Indian Peninsular Railway passes near it; but the rule on which the revenue survey went was, that prices had increased so much of recent years, and therefore the land could bear such and such an increase of assessment. They did not take into account what it seems to me is evident, that prices have begun to fall very heavily in the last few years, in Western India generally, especially the price of cotton, and all other agricultural produce. Rents in Bombay are falling very largely indeed, and prices generally; so that this increased assessment may be coincident with a very heavy fall in prices really; and there is no uniform rule at all about this re-assessment; the Government of Bombay may increase it to any extent, by an arbitrary decree, as it were; they have simply to say that the land is to be re-assessed at so much, and it is done. The land revenue is never brought under the consideration of the Government; it is the greatest part of the revenue of India, and yet it is never formally discussed; the local Government can do almost what they like with it, at their own caprice.

When you say that it is never brought under the consideration of the Government, what part of the Government do you mean?—The Legislature; there is no mention of it in the annual Budget.

Have you had your attention drawn to the administration of the Department of Public Works in Bombay?—Yes; we have had a great deal to do with the Public Works Department in Bombay, and I think that the general feeling of the public there towards it is one of very deep distrust on account of its action of late years.

To what particular action do you refer?—Especially to its management of the foreshore properties of the island of Bombay. All round Bombay there are low lying foreshores which are open to reclamation in one form or another, and there have been very many schemes for forming docks and piers there for the accommodation of the trade. The Public Works Department began now, I suppose, some 15 years ago granting concessions to enterprising men, who proposed to establish wharves, and to make basins for the trade. There was the Colaba land given in that way, and the Elphinstone land; this went on for some years, and then there was the celebrated concession to the Back Bay Company in 1864, which provoked a great deal of discussion, and very strong attacks upon the Government for its land policy. The Government then changed its views, and said that it would keep the site of Moody Bay, which is alongside the Elphinstone land; very valuable site for docks there.

That is a site in front of the Fort town?—Yes, it is just in front of the passenger station of the Great India Peninsula Railway. The Government said that they would reclaim this themselves, and make docks there for the convenience of the trade. Some money was spent on the Moody Bay Estate from year to year; a great deal, about 90,000*l.*, has been spent upon it altogether; but about 1867 the Elphinstone Land Company, which had carried on its works with great vigour and energy, and really had constructed a very excellent work, was anxious to get money to go on with; the money was not very easily forthcoming in Bombay at that time, and the first suggestion was that Government should make a loan to the Company to go on with those works. I think General Strachey proposed after that that the Government should buy up all the foreshore of Bombay, on the ground that it was not a right thing to let private companies have such privileges. This idea germinated, and was taken up by Sir Seymour Fitzgerald, and afterwars by Lord Mayo, and in 1869 the the Elphinstone Company's property was purchased by the State for about two millions of money.

Are you sure it was as much as two millions of money?—It was 1,800,000*l.*

Sir C. Wingfield—At its par value?—At the par value of the shares. The shares were 1,000 rupees, and they had fallen at one time to 330 rupees, and the Government paid 1,000 rupees, the par value of each share.

Chairman—What was the market value of these shares a twelve month before the purchase, or when the purchase was mooted?—It was about 1867, I think, that they went down as low as 330 rupees; it must have been a little before that, because it was in 1867 that it was first bruited about that the property might be purchased by the State, then, of course, the shares gradually rose.

They rose with the idea?—They rose with the idea; it was entirely owing to the idea that the State would purchase the property that the shares did rise.

Then 330 rupees may be considered to have been the commercial value of the undertaking at that time?—Yes, Mr. Fowler—But that was at a time of panic, I suppose—It was at a time when the value of property was very much depressed.

Sir C. Wingfield—I don't think the price ever fell below Rs. 500.

Chairman—The 330 rupees would be the price arrived at upon the rental of the property; the price must have been based upon the rental of the property, I presume?—No; I think it was a speculative price altogether, because the property was bringing in very little indeed then; they were still spending large sums of money in reclaiming.

Do you know whether in any access of speculation this property had been above the par value of the shares?—I think they were in 1864; everything was at a premium then.

Mr. Fowler—What was the highest point?—I do not know.

Chairman—That was a price arrived at by people who never paid for anything, was it not?—I should say so.

All those Bombay speculators who inflated prices ended by retiring into privacy without fulfilling their engagements, did they not?—A good many of them.

Was the only ground for buying this property the vindication of a principle that people ought not to have property in Bombay on the sea shore; or had it any uncertain object?—The object stated in the Administration Report of the Bombay Government last year was in order to prevent the foreshore of the harbour from becoming the monopoly of a private company. Well, they had it in their own hands at the time to prevent that by simply going on with the Moody Bay Works, and completing them. Perhaps you will allow me to contrast the actual expenditure and the results of that they have done with what they might have done. The amount spent by the Government was 2,800,000*l.*, which they wished to fasten on the Port Trust;

You speak of the Port Trust as if we know it; what is the Port Trust?—The Port Trust is a body that the Government proposes to form (an Act has now been passed recently) to all the foreshore properties of Bombay, including the Elphinstone property and all those belonging to the Government.

When you speak of it as a trust, do you mean that it is a body of Commissioners appointed by the Government?—Yes, and including representatives of the mercantile community.

Is this Commission under the control of the Government?—Practically it is; a Government official is to be at the head.

You do not know whether the Government have reserved to themselves any absolute controlling power?—I think they keep the financial power in their hand; Sir Philip Wodehouse was very anxious not to give this to a Board. This Port Trust was to take over and be responsible for all the expenditure on the harbour foreshore of Bombay, including the purchase of the Elphinstone property; that amounted to 2,800,000*l.* I suppose about 3,000,000 *l.* of money was spent on the Back Bay scheme, and if you put down another 1,000,000*l.* for the Mazagon and Colaba, and other properties you have had an expenditure on the foreshore of Bombay, from one source or another, of nearly six millions of money.

That is for the purpose of converting the sea into dry land?—Yes; and of making wharves and docks. But not a single dock has been provided yet in any way. A number of wharves and boat basins have been built, but at the present moment I suppose Bombay is, with all its natural capabilities, the very worst harbour for landing and shipping goods that you can find all the way between England and India.

Have any arrangements been made, as the result of this expenditure, by which a seagoing vessel can go alongside and unload its cargo?—Not at all; every ship in Bombay must be unloaded in small boats, and take its cargo on board by small boats, in spite of this lavish expenditure.

Then what has been accomplished is only this; that the boats have a somewhat shorter journey, because the dry land has been brought a little further into the sea?—Yes; and all this expenditure, or interest of it having to be made good by the town of Bombay, the Government has passed an Act, called the Bunder Fees Act, estimated to produce 20,000*l.* a year, and has actually begun levying, within the last year or two, a tax of 1½*d.*, on every single package taken on board a ship in the harbour or brought ashore on any of the piers or wharves which used to be free to the public long before this Elphinstone property was bought.

Now there is an Imperial Customs duty, and a local one also?—Yes, there are three sets of Customs in Bombay; an Imperial one; the municipality has it own octroi duties; and the Public Works Department has set up customs of its own at every little place along the foreshores poor fishermen at Worlee and Sewree, men who have had the prescriptive right in their families for generations of fishing there and landing their fish without any charge now have to pay this tax to the Public Works Department for the purchase of the Elphinstone Company.

Has it come within your observation, that, where taxes of this kind are levied upon the people, there is a certain facility on the part of the immediate officers who levy them of adding something to them for their own benefit?—Certainly; that is the great drawback on indirect taxation in India; I mean in dues levied on goods; I suppose it would be so with direct taxation also to some extent.

It is direct as regards the goods of the people, but you mean indirect as regards the ultimate consumer?—Yes.

Therefore there is a double addition as regards the consumer; first, the cost of the person to collect the small tax, and then the super tax which he puts on for his own benefit in the way of extortion?—Yes.

Do you know whether these resources have been found sufficient to pay the interest on, I think you have made the account now, 5,800,000*l.*?—That is only showing what the amount is that has been spent. The amount to be charged for the Port Trust was originally 2,800,000*l.* The Government of India have reduced that very materially; they have reduced it until the income of properties, together with this Bunder Fees Act, will meet about the interest of the capital sum.

Did you discover, from any communication made to you, whether this theoretical view of the impropriety of people holding the foreshore was one that was strongly entertained by the community or strongly entertained by the people who possessed the property and sold it to the Government?—Well, I believe that the protest against letting the foreshore be monopolised by private companies was originally made by myself about the year 1864, when the Government had given its concession for Back Bay, and when there seemed to be a fear that the whole foreshores of the island would be bought up by one gigantic speculative company. It was then taken advantage of some two or three years afterwards by those who wished that the State should buy the Elphinstone Company's property.

What I want to know is whether those who wished that the Government should buy the Elphinstone Company's property were the shareholders in the Elphinstone Company's property?—I suppose they wished the State to buy it or they would not have sold the property to the State.

But you have spoken of a wish preceding the actual purchase; a wish that was expressed in Bombay. Do you think that you could trace that wish chiefly to the shareholders of the company?—Yes; I think the community was strongly opposed to it at the time.

The general community did not see the necessity of adopting the theory of buying the property?—No, because the Government had, at the time, the very best site in the harbour in its own possession and had been spending a great deal of money upon it. The Moody Bay site has been declared by the Bombay Chamber of Commerce to be the very best site for docks on the whole foreshore. I believe that was the opinion of the best engineers also.

Was it the opinion of the railway companies also?—I believe it was the opinion of the Great Indian Peninsula Railway Company, because one part of the concession to the Elphinstone Land Company was to build them a goods station a little way higher up the harbour, and that they found useless.

Apart from the particular transaction of the Elphinstone, was the railway company itself desirous of using the Moody Bay?—Yes.

Have you observed what has been done with this foreshore property since it has passed into the hands of the Government?—Since it was bought in 1869, the Government of India and the Government of Bombay have been engaged in quarrelling about which of the two was responsible for the purchase, and the correspondence was only brought to a conclusion last year; so that, really, three or four years have been wasted, and a million of money is still required to make any docks at all upon the estate.

If it cost two millions of money, that would be a dispute which cost the people of India 100,000*l.* for four years, for them to be edified by?—Yes; and I must say that the Bombay Government was solely responsible for it.

You say it would cost another million to make it useful?—It will cost just about a million to make docks; that is Mr. Ormiston the engineer's estimate. He proposes to cut a channel at right angles to the course of the tide, for large ships to come into these docks which he is going to make on the Elphinstone estate, and this is to cost another million of money. The same engineer estimates that the Moody Bay estate might have been completed, and docks made there, for a million and three-quarters, or just about the sum that the Government paid for the purchase of the Elphinstone property; so that, if the Goverment, instead of buying the Elphinstone property, had spent its two millions of money in reclaiming this property, and completing docks there, the public would by this time have had those docks finished, and been relieved from taxation which they are now paying; and at the same time if, as some of the shareholders of the Elphinstone Company say, their property was a good one, and they did not wish to sell it, there might have gone on with their work, and the estate would have been there, and the public would still have had the accommodation that they now have from the Elphinstone Company's property; they would have had both, in fact.

I suppose the Government will only part with the use of the land to individuals at the best price they can get for it?—Yes; and there is no market for it at present.

If it had remained in the hands of the company, do you think that the company could have done more than that?—No.

Therefore, whether the land is owned by the company or by the Government, the result to individuals, and through them to the public, must be precisely the same?—Exactly the same.

Now to pass to the other purchase on the other side of the island, the Back Bay reclamation, what was done with that?—Well, the object of that reclamation was to give the Bombay and Baroda Railway Company an approach to Colaba, a terminus there on the harbour foreshore. The work of reclamation in Back Bay was completed as far as it has gone about the end of 1866; but it is only within this last year that this railway company has got permission from the Government of Bombay to complete its line down to this Colaba terminus; so that there have been these six years wasted without making any use of the land. After the failure of the company, the Government bought it back at a low price: I forget the exact sum now.

What is the distance and quantity of land measured from the old shore that has been reclaimed; how many feet or yards from the former shore has been reclaimed?—I do not know the exact quantity.

About how much?—I should say about a tenth of a mile. In some parts it may go out as far as that; in other parts it is a narrower strip. In some parts there is a good space of land outside where the railway will run until you get to the end of the reclamation.

But was there not land all along the side of the island over which the railway could have been constructed?—Certainly there was sand.

And so far as the railway was concerned the reclamation was not necessary?—No.

Do you know whether that land has been turned to any account?—The Back Bay land has been turned to no account whatever; it is mere waste now.

Was that land facing the sea called Back Bay, which is inaccessible to vessels on account of its rocky nature?—Yes, it is quite inaccessible.

Therefore, it cannot be used for any mercantile purposes?—No.

Only if anything for private residences facing the seashore?—Yes. And that is the only plan for using the land, making really a new esplanade down it on the outside.

Do you know how much the Government has paid altogether on this account?—I do not know the exact sum.

Has anything been done to give the railway company a station on the harbour shore, so as to enable them to connect themselves with the shipping of Bombay?—Now, at last, they have got a place there, on the harbour foreshore of Colaba.

But it is under water, I presume?—No; it is the old Gun Carriage Factory, I think, which had been made over to them now.

Then have the Government bought up the land which you describe as the Colaba Company's property?—No; that still belongs to the Colaba Company; the Gun Carriage land comes next; then beyond that there is a piece of land that Sassoons have bought which did belong to the Back Bay Company, and on which they are now making a dock of their own, which will compete with the Government docks.

Adjoining that; the Gun Carriage land has been taken for their station?—Yes.

The railway company will there be in relation to the sea-board trade?—Yes.

Then is the Government in possession of all the intermediate land, between that and what you have been describing as the Elphinstone land, the foreshore?—Yes; they have got the whole of that land now, from the Colaba up to the Elphinstone.

Then they had that at the time that they made these purchases?—Yes.

Is it as much as half, or more than half the sea-face of the Island of Bombay for commercial purposes?—It is by far the most valuable commercial part of the foreshore.

Have you anything further to add, with regard to the land purchases?—Yes; I want to show why it is that so strong a feeling of distrust exists in Bombay, with reference to the action of the Public Works Department. The Bombay Government's reason for purchasing the property was this; they say, "in 1869, in the interests of the trade of the port, and to prevent any monopoly by private companies in an extensive portion of the foreshore, the property of the Elphinstone Land Company was purchased by Government." The correspondence which was printed last year, and given to the press, shows that Colonel Kennedy, the Secretary to the Public Works Department in Bombay, on 1st February 1869, wrote to the Government of India, estimating the value of the land on the Elphinstone Company's estate at 60 to 120 rupees a square yard, and declared that there could be no doubt whatever that this value would increase greatly. The Government of India then gave permission for the purchase on these representations. The principal condition mentioned in Colonel Strachey's memorandum for the Government of India, 15th June 1869, was that the "Whole sum paid to the Elphinstone Company, with the costs attending the transfer, should be placed to the debit of the Port Trust;" that is of the local body. The Government of Bombay concluded the purchase on this condition, and then spent a couple of years in trying to evade the fulfilment of it. There is a letter written on 21st June 1870 by Colonel Dickens, the Public Works secretary of the Government of India, in which he puts the case very clearly. He says, "If it be now found that conditions, without the acceptance of which the Government of India would assuredly not have assented to the purchase of the Elphinstone property, cannot be complied with, a serious responsibility rests on the Bombay Government for having placed the Government of India in the position of having sanctioned the creation of a permanent debt of more than one and three-quarter millions sterling, which, if the whole of the facts had been fully represented, the Government would not have done." That is the case of the Government of India throwing the whole responsibility of this purchase upon the Government of Bombay; and so far from the land, as Colonel Kennedy estimated, being worth from 60 to 120 rupees a square yard, it is impossible to sell any portion of it now at 20 rupees a square yard. The Government tried it, put up some to auction, and the highest offer they got was 22 rupees a yard for some part, but the greater part is not saleable.

They do not appear to have appreciated the commercial principle that, if they added enormously to the quantity of land in the market, they could not get the same price, as they could have got for land when there was a limited quantity of it?—Just so. Again, a large part of this Elphinstone property, about 660,000*l.* of the money spent, was spent in building a piece of property for the railway station, which the company was bound to hand over to the Government for nothing, as one of the conditions of its original concession; so that, practically, the Government by paying off the shares at par, has paid for this land twice over.

(To be continued.)

BOMBAY.

TORTURE.—Mr. Nana Morojee yesterday fined one Husson Shaik Ally, a cartman, in the sum of five rupees, on a charge of torturing his bullock.

EDUCATIONAL.—Mr. W A Russell, Educational Inspector, Southern Division, who is now in England, has been granted an extension of leave for six months.

ASSISTANT COLLECTOR OF TANNA.—Mr. J. E. André of the Bombay Civil Service, Assistant Collector of Tanna, has been allowed furlough to Europe for two years.

ASSAULT.—A man named Beharee Bisson was yesterday convicted by Mr. Nana Morojee of assaulting Ruckmee, woman, and sentenced to pay a fine of five rupees.

DISTRICT MAGISTRATE OF BROACH.—Mr. J. G. White delivered over, and Mr. G.W. Anderson received, charge of the office of District Magistrate of Broach on the 23rd April.

MAMLUTDAR OF SEROOR.—Mr. Manockjee Eduljee, probationary fourth-class Mamlutdar of Seroor, in the Poona collectorate, has been confirmed in his appointment.

COLLECTOR AND MAGISTRATE OF SATTARA.—Mr. J. R. Arthur, Collector and Magistrate of Sattara, has been allowed leave of absence, on medical certificate, for six months, from the 8th instant.

THE AHMEDABAD ASSOCIATION AND THE LAND ASSESSMENT.—It is stated that the Ahmedabad Association intends to petition Government praying for the reduction of the assessment on land in that district.

ACCIDENT.—On Wednesday one Hoossein Shaik Ally employed on board the ship Annot Lyle had his left foot seriously injured by a bale of cotton falling on it. He was removed to the Jamsetjee Hospital.

HIGH COURT REPORTER.—Mr. C. F. Farran, Barrister-at-Law, Reporter to the High Court, has obtained eight months' leave to proceed to England, and Mr. C. W. L. Jackson, Barrister-at-Law, has been appointed to act for him.

SUICIDE.—Yesterday a Coroner's jury was empannelled at Marine Lane to inquire into the circumstances connected with the death of a Parsee woman named Manockbaee. The jury found that the woman had committed suicide by taking a poisonous dose of cajaputty oil.

CHEATING.—Dhurumsey Bhugwan, who keeps a grocer's shop, appeared before Mr. Nana Morojee yesterday, and obtained a warrant of apprehension against a man named Ananta Succaram, whom he charged with cheating, in respect of sundry articles valued at Rs. 100.

THEFT OF GOVERNMENT PROPERTY.—At the Fort Police Court yesterday, before the Senior Magistrate, Narayen Shamjee and Hurry Gopall were charged with having in their possession a quantity of iron bars, the property of Government. They were convicted and fined ten rupees each.

DEATH BY DROWNING.—An adjourned inquest was held on Wednesday at Dr. Hewlett's office concerning the death of a Mahomedan, whose body was found floating in the Baboola tank last week. The jury found that the man's death was caused by his having been drowned in a tank.

A DISOBEDIENT SEAMAN.—James Doherty, a seaman of the ship Mabel, was yesterday charged at the Fort Police Court, before the Senior Magistrate, with wilful disobedience of lawful commands in refusing to do duty on board the ship. Prisoner was adjudged guilty, and sentenced to four weeks' rigorous imprisonment.

THEFT.—On Wednesday a Mussulman named Sulleman Noor Mahomed reported to the executive police that whilst he was saying his prayers in a musjid at Kussia Mohla, he left his coat, containing a silver watch and fifteen rupees in cash, by his side. About an hour afterwards he found the watch and the money missing.

A CALASEE DROWNED IN THE HARBOUR.—Crustna Narayen, tindal of a prow, reported to the police that yesterday morning, about 4 o'clock, he was aroused by hearing a splash in the water, when it was found that one of the crew, a man aged about thirty years, had fallen into the water. A rescue was attempted, but without success. The body has not yet been recovered.

STATEMENT OF SILVER BALANCE IN THE MINT.—Value of silver in the Mint on the morning of the 21st April 1873, Rs. 67,96,890; add silver received during the week Rs. 58,726; deduct, new coin paid during the week, Rs. 3,00,000; total balance, Rs. 65,55,616. There are in addition 80,282 rupees' worth of silver bullion belonging to private individuals deposited in the Mint vaults, and awaiting assay.

A CASE AT THE BROACH CRIMINAL SESSIONS.—At a Court of Criminal Sessions held at Broach, the other day, before Mr. Pollen, Assistant Session Judge, a Hindoo widow named Vukhut was charged with committing abortion, and a man named Peeroo Soolayman with aiding and abetting in the commission of the offence. Both the accused were convicted. The female was sentenced to six months' rigorous imprisonment, and the man to four months'

CRIME IN BOMBAY.

Bombay Castle, 29th April 1873.

Letter from the Senior Magistrate of Police, Bombay, No. 91, dated 10th March 1873—Submits statements A to K, showing the state of crime in the Town and Island of Bombay during the year 1872.

RESOLUTION.—The report of the Senior Magistrate of Police now before Government, shows, as compared with former reports, a progressive decrease in the number of persons brought before the Courts of the Police Magistrates in Bombay. It appears from the returns now furnished that the entire number has fallen from 29,000 in 1871 to 23,364 in the past year. This result is satisfactory for though, as shewn by the accompanying table, the chief diminution is under the headings of offences against the Income Tax and Municipal Acts there is also a perceptible falling off in the amount of general crime.

	1870.	1871.	1872.
Income Tax	3,442	2,051	.....
Municipal Act	6,589	6,124	4,494
Other offences	21,941	20,825	18,870
Total	31,972	29,000	23,364

2. The absence of cases under the Income Tax Act during the past year is due to the exercise by the Collector of the enhanced powers with which he was invested under the provisions of the Income Tax Act for 1872.

3. Of the 23,364 persons brought before the different Police Courts during the year under review 13,682 were convicted by the several Magistrates sitting in these Courts, 5 were convicted and one acquitted before the Court of Petty Sessions, and before the High Court 40 were acquitted and 105 convicted; 9,473 persons were released by the Magistrates of whom 2,219 were acquitted, the charges against the rest being withdrawn. Of the 7,253 complaints thus withdrawn 3,414 were instituted by Municipal Officers. The number of complaints which may be supposed to have been vexatious or unfounded is thus reduced to 3,839 as compared with 4,113 in the preceding year and 4,737 in the year 1870.

4. This number is still large, but in estimating the extent of the evil a further reduction may fairly be made in the case of complaints of cheating, which, though brought in good faith, not unfrequently prove on enquiry to be matters for the consideration of a Civil, rather than of a Criminal Court and are therefore, under the advice of the Magistrate, withdrawn. His Excellency in Council observes with satisfaction the measures which, during the past year the Magistrates have taken with a view to repress false complaints, and trusts that the returns of the current year will show, that the levy of fines from vexatious complaints and their payment as amends to the Defendants, has not been without a deterrent effect.

5. Of the 13,682 persons convicted by the several Police Magistrates 2,100 were sentenced to imprisonment, 543 were flogged; fines were inflicted in 9,885 cases 475 were bound over to be of good behaviour, and 679 were admonished and discharged

6. The present returns shew that the proportion of convictions by the High Court during the past year is less than in the preceding year, the numbers being 75 and 84 per cent respectively. On the other hand the proportion of convictions by Police Magistrates has risen from 80 to 86 per cent.

7. The high percentage of conviction, 92 per cent in cases brought before the Courts by the Executive Police which was noticed with approval in 1871 has been maintained during the past year. His Excellency in Council agrees with the Senior Magistrate of Police that this result proves the exercise on the part of the Police of a creditable care and discretion in entertaining complaints.

8. Though, according to the present returns, there has on the whole been less crime in the past year than in previous years, the number of serious offences which would be classed as felonies in the language of the law of England would seem to be larger. 3,024 offences of this class appear in the returns for the past year—a number 331 in excess of the corresponding return in 1870 and 487 more than that recorded in 1871. This increase is not however found in some of the more heinous crimes, the cases of murder and culpable homicide being fewer than in the preceding year. Two crimes of unusual magnitude were committed during the past year, the poisoning of the DeSa family and the instigation to murder by a Vakil named Pestonjee Dinshaw and another. With regard to the former it is much to be regretted that the cruel and inhuman destroyer or destroyers of so many lives should have as yet escaped detection. In the latter case it is most satisfactory to note that the efforts of the Police to prosecute Pestonjee Dinshaw and his associate in crime to conviction have been attended with success.

9. The present returns shew fewer cases of grievous hurt and common assault. There is however an increase in the number of assaults on Police Officers and rather a large addition to the cases of petty thefts.

10. With regard to the offences of kidnapping and adultery though more persons have been accused in the past than in the preceding year the proportion of convictions has been singularly small. No prosecution for adultery was successful while of the 80 persons accused of kidnapping 4 only were convicted.

11.—Under the heads of indecent behaviour in the public streets, of torturing animals, and of furious driving there is a marked decrease as compared with former returns. The number of convictions in prosecutions for giving false evidence is still lamentably disproportionate to the frequency of the commission of the offence, being only 13·5 per cent. This is however a slight improvement upon the previous year when no convictions under this head were obtained.

12. Two remarkable cases of fabricating false evidence known as the Ahmedabad and the Surat Conspiracy Cases are reported at some length by the Senior Magistrate of Police. His Excellency in Council observes with satisfaction that the exertions of the Detective Police were rewarded by the conviction of all the parties charged with being concerned in these cunningly devised and successful plots.

13. During the past year 394 seamen were charged with refusal of duty. This though somewhat in excess of the number charged in 1871 is much below the corresponding returns in former years. As suggested by the Senior Magistrate of Police the falling off in the number of cases under this head would seem to be due to the change which has taken place in the shipping trade of the port and the substitution of Steamers by the route of the Suez Canal for sailing vessels round the Cape of Good Hope. At present owing to the facilities of communication offered by the telegraph the amount of tonnage required for the merchandize to be exported from Bombay to Europe can be regulated to a nicety and consequently there are far fewer ships in the harbour seeking freight while the crews of the Canal Steamers being engaged for short periods and subject to only a brief detention in the port the causes which produced discontent are not so prevalent as formerly.

14. 186 juvenile offenders as against 192 in 1871, were brought before the Police Magistrates during the past year. Of these 3 were imprisoned, 47 were whipped, 43 fined and one was bound over to be of good behaviour; 28 were sent to the School of Industry, 27 admonished and 37 acquitted.

15. Though the amount of property alleged to have been stolen during the past year is larger than the corresponding amount for 1871 it is gratifying to observe that the notice taken by Government of the falling off in the proportion of recoveries visible in the returns of 1871 has not been without effect. During the past year the proportion of stolen property recovered is reported to have been 71 per cent. as compared with 60 per cent. in the previous year. This percentage of recoveries, respectable in any part of the Presidency, may, considering the facilities which exist for the disposal of stolen property in Bombay be fairly considered creditable.

16. Fires have increased both in number and severity during the past year, the value of the property destroyed being 2,22,663 Rs. in excess of 1871, but the statement furnished does not seem to point to any special cause of increase. On this point it is desirable that a special report should be submitted by the Police Commissioner with the view of determining whether the agency for the suppression of fires is as effective as it ought to be.

17. It appears from the returns supplied by the Coroner of Bombay that the number of

1870.	1871.	1872.
278.	360.	358.

inquests held in the past year was only two less than the unusually heavy returns for 1871. Of the 33 cases of accidental drowning in wells, tanks and and quarry holes, reported by the Coroner, twenty appear to have occurred in fenced or protected excavations while only twelve took place in wells, tanks or quarry holes having no parapet walls or fences. This unexpected result calls for explanation. It seems to indicate either that the so called fences are in reality no protection at all or that a considerable portion of these deaths are not accidental but are attributable to other causes. It may be however that the enclosed wells and tanks are more used than the others and that there are dangers attendant upon their use against which parapet walls and fences provide no security. On this point a further report from the Commissioner will be awaited.

18. On the whole the present report is satisfactory, and His Excellency in Council receives with pleasure the assurance that the concord between the Police and the magistracy of Bombay which has been noticed with approval in former years has in the past year in no way diminished. His Excellency in Council also concurs in the opinion expressed by Mr. Connon that the order and freedom from crime, conspicuous throughout the past year but especially during the visit of His Excellency the Viceroy, reflect credit on the precautions taken by the Commissioner of Police and his able Assistant, Mr. Vincent, and on the zeal and intelligence shewn by the members of the force in the discharge of their duties.

19. In conclusion His Excellency in Council would remark that the present returns are the more gratifying as they shew that the reductions carried out during 1871 were not excessive and have in no way interfered with the efficiency and success of the Bombay Police in preventing crime and in bringing offenders to justice.

20. Copy of the Report and of this Resolution should be sent to the Government of India and Her Majesty's Secretary of State for India, and placed in the Editors' Room.

J. M. CAMPBELL,
Officiating Under Secretary to Government.

INDIAN ITEMS.

COOL.—An accident, resulting in the loss of a life, occurred on the Strand on last Sunday evening. A *bhisti* engaged in watering the roads was run over by a buggy and horse driven by a European. On the man going under the wheels, the driver, together with another, who was with him in the buggy, jumped out, but, on find the man insensible, immediately returned to the buggy, and drove off, flinging a rupee towards the spot where the man lay. A European constable of police on duty in the Eden Gardens witnessed the occurrence, but could not arrive at the spot in time to stop the drivers, who succeeded in making their escape, and have not since been heard of. The *bhisti* was removed to hospital, where, immediately on his arrival, he expired.—*Englishman.*

CARRIAGE SMASHES IN MADRAS.—Yesterday (Monday) evening when the congregation of St. George's Cathedral was listening with all due attention to the earnest exhortations of the Ven. Archdeacon, a scene of confusion was taking place outside. It appears that a run-away horse drawing a gharry which is said to have been bringing a Chinaman along the Mount Road, found itself in the midst of a group of carriages, which were waiting the conclusion of service, whereupon there was a general smash. Vehicles were overturned, wheels forced off, panels driven in, lamps broken, shafts comminuted into match-wood, &c. We believe that the carriages most seriously damaged were those belonging to the Hon. Rierson Arbuthnot and Mr. Barton Wright. Fortunately when the mischief which had taken place became known to the parties more especially interested, the whole of the congregation had not left the Cathedral. Some obliging gentlemen, whose vehicles had escaped, gave lifts to those who were not so fortunate, and at the moment the practical inconvenience sustained was not very great, or at all events, not so great as it might have been.—*Madras Mail.*

THE LIEUT. GOVERNOR OF THE PUNJAB'S PROGRESS.—The Lieutenant-Governor of the Punjab with his flying camp is taking stock of the independent frontier. He reached Oghie on the 18th, and ascended Bahingrah a noble "tuc" 8,503 feet in height, situated at the south-eastern corner of the Tannowlie territory. From its crest a splendid panorama of pastoral life is visible. After doing Kair Kote, a "Kogel" in the north-west corner of Agrore, just on our boundary line, whence the pastures of Tikaree and Daishee presented a pleasing tableaux, he rode to Chuttur Plain. Thence his camp was moved to Shinkari, and at our last advices was at Ghuri, Hubbee-boola Khan, whence it was to proceed to Balakot, at the mouth of the Khagan Valley where the rebel Syuds in 1852 surrendered to Lieutenant Pearse. On the 5th May Mr. Davies will set out viâ Muzzuferabad for Kohala ferry, where the Jhelum cuts through the gorge that acts as a natural boundary between British and Cashmere territory. Two marches from Kohala viâ Dewal will bring him to Murree by the 12th or 15th of May. A correspondent informs us that the confusion of tongues on the Hazara frontier is not a little bewildering. A common fowl's egg was called *unda* at Ogbie, *ungai* (Pustoo) at Daishee, *baiza* (Persian) on the Hazara Cashmere boundary, and *tool* (Cashmeree) in the Maharajah's territory.—*Pioneer.*

ONE of the most dreadful cases of amok we ever heard tell of resulting in the assassination of six persons, the wounding of a number more, and the firing of a campong comprising 90 tenements, took place on the 15th ultimo in the great Mandheling district, west coast of Sumatra. An inhabitant of that campong, who was known to be occasionally of unsound mind, was aroused from his sleep by a passenger carrying a torch past his dwelling-place, the light from which appearing through the chinks of the bamboos composing the walls of his dwelling place apparently excited his fears, and caused him to start up in a fury, seize his *klewang* (a heavy knife), and rush forth to cut down the torch-bearer. His wife tried to restrain him, but he cut her down, and on the approach of some neighbours who wished to restrain him, he dashed at them, killing one of them at a blow, severely wounding another, and then he set fire to the campong. He then dashed at these assembled and alarmed inhabitants of the campong, cutting right and left, until by the united efforts of some of the bystanders he was secured from further violence.

After he had been secured it was found that he had killed six individuals and wounded many more. Of the 90 dwelling-places which composed the campong 62 have been totally consumed, without the inhabitants being able to save any of their property from the flames. The whole affair took place so speedily, that when the controleus of a neighbouring district had hastened to the spot he found the mischief had been completed.—*Indian Daily News.*

THE DUES LEVIED ON SHIPS PASSING THROUGH THE SUEZ CANAL.

WITH reference to the question of dues levied on ships passing through the Suez Canal, the following letter, addressed by Mr. Daniel A. Lange to the President-Director of the Suez Canal Company, will be of special interest:—

"London, March 7.

"Sir,—I beg to submit the following observations with reference to the question of tonnage and dues levied upon ships passing through the Suez Canal, and which, I trust, may assist the Commission of Inquiry in arriving at a practical and true solution of the subject.

"The change made in the measurement in this country in the year 1854 introduced a complicated mode of measurement, and a staff of measures superseded the simple functions of the Customs Tide Surveyor under the old mode by dimensions which corresponded within a few tons of the calculation and rule observed by builders in making contracts for building ships. The result has been that, with the present build of ships, the register tonnage has been reduced by 25 per cent. on an average; and in the case of steamers by the bounty deduction for engine space another 30 per cent., as the following examples taken from advertisements of ships on sale will show:—

"Sailing ships on sale:—Record, 309 tons register, 441 tons old measurement; Guide, 191 tons register, 280 tons old measurement; Victory, 205 tons register, 272 tons old measurement; Bride, 302 tons register, 450 tons old measurement; Illesons, 290 tons register, old measurement, 450 tons burthen.

"Steamers,—Adriatic, 1,738 register, 3,670 gross; Ægean, 836 register, 1,113 gross; Agamemnon, 1,550 register, 2,270 gross.

EXAMPLES OF NETT GROSS AND BUILDERS' TONNAGES.

	Register.	Gross.	Builders' Measurement.
Ulster	539 ...	1,431 ...	2,039
Munster	541 ...	1,431 ...	2,039
Deerhound Yacht	100 ...	126 ...	130
Iphigenia	227 ...	361 ...	491
Jeddo	1,110 ...	1,632 ...	1,745
Tien-Tsin	169 ...	273 ...	449
Alabama	288 ...	682 ...	1,044

"The clause relating to this complicated mode of measurement sets forth—

"'The gross tonnage of every ship shall be deemed to be the cubical contents of the hull of the ship and of every covered-in space on the upper deck, and in cases where a cargo is carried on deck of a certain space thereon not covered in.'

"You will no doubt at once detect the absurdity of such a theory, for no ship could carry herself full of dead weight to the extent of the cubical capacity of her hull and upper deck houses as set forth above.

"This was discovered, but not remedied, as an arbitrary divisor of 100 was adopted. Had the divisor been fixed at 70, there would not have been much difference between the old, the builder's, and the new tonnage.

"Now, the real standard ton is equal to the number of cubic feet of water displaced when immersed down to the builder's load line, which being multiplied by 64½ (the number of pounds' weight of a cubic foot of salt water), and the product divided by 2,240lb. (the number of pounds in a ton) will give the true tonnage. Thirty-five cubic feet being equal to a ton of salt water, and inasmuch as a ship cannot carry her whole cubical capacity of weight, but only about half at a medium load line, the divisor of 70 instead of 100 would give a fair approximate tonnage for all statistical and Suez Canal purposes.

"But the simplest and most uniform statistic tonnage for register would be the builder's which has never been changed. All ships' tonnage would then conform to one standard in this country, and there should be no bounty deduction for steamers for port charges on registered tonnage. Thus we would get rid of the strange anomaly of Government charging light dues on net tonnage and paying on gross when chartering steamers.

"The Shipping Bills of 1870 and 1871 are no improvements: on the contrary, they are more complex. The tonnage measurement is still adhered to, contrary to all known laws of hydrodynamics, as to tonnage displacement of safe buoyancy. Indeed, so faulty is the practical result of the measurement of 1854, by ignoring the tonnage displacement by immersion, and treating a ship as if it were a conical warehouse on a solid foundation, measuring the cubical capacity and dividing by 100, thus creating a sentimental Board of Trade ton of 100ft. instead of 40ft. measurement, that to remedy one blunder others have to be resorted to by measuring cargocarried on deck under cover, thereby licensing by taxation what is dangerous and loudly complained of. Then came deductions for engine and screw space, until in small steam vessels there may be no tonnage at all to register.

"What I am writing is no hypothesis, but a statement of actual facts based upon a long and searching inquiry from the most reliable sources of practical information.

"Indeed, it is monstrous, even permitting the registered tonnage of a steamship to be less than half her gross tonnage. The working of this is as follows:—A steamer of 1,809 tons register—2,815 gross—has discharged from Bombay 14,397 bales of cotton (4½ bales making a ton of 50 cubic feet), so that this vessel carried 3,340 tons measurement besides the weight of her engines, water in boilers, and 400 tons of coals; total, 3,740 tons, or, taking the bale of cotton at 3½ cwt., she carried 2,620 tons weight of cotton, to which add 400 tons for engines, coals, &c.; making a total weight of 3,020 tons—nearly double her registered tonnage, besides passengers.

"The remedy is apparent. In the first place, all deductions on both steamers and sailing ships should be abolished, leaving the load lines to be fixed by the shipowner, merchant, and underwriter.

"Common-sense suggests that the tonnage defined by the Customs' Register should be the actual weight capacity of coals or iron a ship can carry at her constructive load line of floatation, or at most at 7-10ths the depths of the hold.

"According to the charter of concession the Suez Canal Company have an undoubted right to levy the dues for passage on a ship's capacity, which authorizes the company to establish a mathematical measurement of their own, as was the case formerly in the Liverpool Dock Acts irrespective of the ship's register. I may mention here that the Mersey Dock Trust in Liverpool represents a bond debt of near 15 millions sterling (or 3½ that of the Suez Canal Bond Debt), which has to be provided for by compulsory rates, and is the only security the Bondholders possess under Act of Parliament.

"It consequently occurred to me that we might with considerable advantage profit by their experience, based upon a practical testimony of results obtained, instead of experimentally travelling over the same ground.

"There are two methods open to us—the one to levy dues on the gross registered tonnage in lieu of the net registered tonnage, the other to levy the dues on the ship's capacity according to a mathematical measurement established by the Suez Canal Company.

"It is not my province in this portion of my letter to offer any suggestion as to the prudence of the latter course, or whether it would not be wiser to begin with the gross and adopt capacity after we have ascertained how the former acts upon the trade through the Canal. I will, therefore, confine myself to the course to be adopted in either case. According to my humble opinion, I need not point out that any delay, from whatsoever cause it proceeds, either from measuring ship on passing through the Canal, or otherwise, must in the true interests of the company be avoided. It would be an innovation which might not improbably be resisted. That proposition established, I proceed to the manner in which you can levy the dues on the gross registered tonnage of British ships. I have in my possession the register called the Mercantile Navy List for 1871, giving the net and the gross tonnage as well as length, depth, and breadth of all the ships in the United Kingdom and British Possessions abroad, and which I shall hand to you on my arrival shortly in Paris.

"The agents at Port Said and Suez are simply to have copies of this work, which I can easily procure, and by referring to the ships, all placed in alphabetical order, can in two minutes make out the accounts for dues without asking the captains any further questions. There can be no deception, as all the gross tonnages are officially given.

"It follows that nothing can be more easy and simple than to collect the dues, if it is intended to do so, on the gross registered tonnage of the ships.

"Considering the large proportion of British ships which go through the Suez Canal compared with those of other nationalities, it seems but reasonable, in practice at least, to adopt the British standard under the circumstances. The reasons in favour of this course far outweigh any others adduced to the contrary. We must deal with matters as we find them, and not strain at theories perhaps more perfect, but decidedly inconvenient in practice and in actual fact; and the preponderance of British ships passing through the Canal is an actual fact which no experiments ought to be permitted to disturb.

"I now come to the question of levying the dues on the capacity of ships without the necessity of adopting the suicidal process of delay in measuring every ship as she arrives at Port Said or at Suez. Although this matter is supposed to be attended with insuperable objections, they are by no means such as to recoil from.

"By adding 20 per cent. to the gross tonnage we would arrive at the approximate capacity of steamers. It would be a fair gauge, based upon a series of results obtained, and to which no objection could be taken, as it is below the mark; but it is a method I should hesitate in recommending to be made as a rule. No person could object to the Suez Canal Company recognizing the gross tonnage, as that as become almost international.

"The real question may be resumed as follows.—'To what extent can the tonnage be raised so as still to secure a decided advantage to the Suez Canal route *versus* the Railway and the Cape route?'

"My own opinion is that it would scarcely be prudent to exceed the gross tonnage, although it is possible that in this opinion I may lean too much on the side of prudence.

"I have the honor to be, Sir, yours most truly,

"DANIEL A. LANGE."

PICKINGS FROM PUNCH
OF APRIL 12.

CHEMISTRY FOR THE CZAR.

"What are the Russians to do with Khiva when they have got it?" asks the *Times*. Well; perhaps they will decompose the Khanate of Khiva, and precipitate the Khan.

CURIOUS NON-COINCIDENCE.

Prince Bismarck celebrated his fifty-eighth birthday on Tuesday last week. So Bismarck, you see, was born on the First of April. Do you know what day it is? All Fools; and Bismarck, certainly, is not one of them.

"A SHORT LIFE AND (NOT) A MERRY ONE."
(Apropos of M. Grévy's resignation of the Presidency of the Assemblée Nationale.)

Such an Assembly can scarce last long,
Now even Grévy finds *their* sauce too strong.

OUR RESERVES.

Captain of Rural Corps (calling over the Roll)—"George Hodge!" (No answer.) "George Hodge!—Where on earth's George Hodge?

Voice from the Ranks—"Please, Sir, he's turned Dissenter, and says fighting's wicked."

"BUSINESS AS USUAL."

Charles—"Well, James, I suppose as you'll be able to take it easy this season, now that your oldest young lady's turned off?"

James—"Ah! but there's the youngest a comin' out; so we're much as we was."

"SING, BIRDIE, SING!"

A young lady correspondent suggests that under the Wild Birds' Act the poor dear blackbirds and thrushes *are* protected. Nobody must kill a robin. Anybody may kill a blackbird. Not so, if he is stealing our cherries, for then he *is* a robbin'. Very good, dear. We hope Alfred thinks you as clever as we do.

AGGRAVATING FLIPPANCY.

Useful Sister (to Ornamental Sister, who has been bewailing the dulness of her existence for the last hour)—"Bella, you're the most *egotistical* creature I ever met in my life!"

Bella (who always gets out of everything with a joke)—"*Well*, Jane? if I *am* egotistical, at *all* events it's *only* about *myself*!"

DIFFERENT VIEWS OF HAMPSTEAD HEATH.

Edwin (to his Angelina)—"With you by my side, my very own, with *you*, I could wander among these *heavenly* hills and dales for *ever*!"

Angelina (to her Edwin)—"And so could I with *you*, my *veriest* own!! for *ever*, and *ever*, and EVER!!!"

Angelina's Sister (to herself).—"O dear me! what a trotting up and down it all is, to be sure!"

THE FRENCH GAME OF WAR.

The Duc d'Aumale, on his reception at the French Academy the other evening, made a speech in which he said, "Poor France, pick up thy broken sword, labour, and take heart." The son of the King of the French has known, as they phrase it, how to talk to his country. "Pick up thy broken sword" is good, but would not the picture suggested by that advice have been improved upon in significance if the apostrophe had been, "Poor France, pick up thy broken drum"?

REPARATION AT ROME.

A solemn religious service was performed the other day at St. Peter's, "in reparation," says the *Osservatore Romano*, "of the execrable blasphemies," which certain journals continually "vomit out." Ostensibly for a charitable purpose two lectures on the sun and other celestial bodies were lately delivered in the great hall of the Cancellaria Palace by the learned Jesuit astronomer, Father Secchi. Were these discourses intended "in reparation" of the "execrable" treatment to which the Holy See, in error, subjected Galileo?

UNIVERSITY FAVOURS.

Oxford and Cambridge each denotes her crew,
This with a light, that with a darker blue.
Our damsels, too, those several colours wear;
For ribbons any pretext serves the Fair.
But man may mark, and ask the reason why,
They nearly all the Cambridge ensign fly.
Do Cantabs, then, Oxonians much excel
In person, manners, mind, magnetic spell?
Or can it be that girls at large adore
The Classics less, the Mathematics more?
Such questions may philosophers perplex;
Ah, versed too little with the gentler sex.
Thou verdant Sage! Compare those rival blues;
With dress and wearer, both, connote their hues.
Into thy mind this truth will then be borne:
The more becoming 'tis that's mostly worn.

A MODEL MOORISH HOUSE FOR VIENNA.—A letter from Tangier to the *Gibraltar Chronicle* says—"On the 16th inst. Mr. Schmidl, the Austro-Hungarian Consul at Tangier, shipped from this port a model Moorish House for Vienna, where it will doubtless form one of the attractions of the Exhibition. The building is of wood, 27 feet square by 20 feet high, and contains, in addition to the entrance and the patio, or Moorish court, six rooms. It has been most ingeniously designed by Mr. Schmidl, who had many difficulties to contend against; portions of the work were executed at Fez and Tetuan; the time allowed was lamentably insufficient; the workmen gave great trouble, and, not contented with higher pay than is ever given in the town of Tangier, actually resorted to a strike at a time when the loss of even a day was of vital importance. The minute and delicate tracery in colour is the handiwork of a painter from Tetuan, Mimon Benshirel, of whom Mr. Schmidl says that his ingenuity and prolific invention are only equalled by his steady application and unexceptional conduct. The model is not intended to represent an ordinary Moorish town residence, but one of the country villas inhabited only by the wealthy Moors, such as may be seen on the outskirts of Tetuan, Fez, and Morocco."

VESSELS IN BOMBAY HARBOUR.

FOR LIVERPOOL.

1287 Annot Lyle, Yeo—Lawrence & Co.
1324 Bride of Lorne, Gilmore—Lawrence & Co.
623 Clare, Mackay—Finlay, Muir & Co.
726 Granite City, Ellis—W. Nicol & Co.
1118 Helen Scott—Gribble—Ritchie, Steuart & Co.
1259 Mabel, White—R. Bates & Co.
1191 Robert Kerr, Allen—Lawrence & Co.
1152 Tythonus, Andrews—Rennie, Scovell & Co.
625 Walls Castle, Brown—N Sorabjee.

FOR FALMOUTH.

661 Roppet, Matheson—The Captain.
566 Morning Star, London—H. M. Sedick.

FOR RANGOON.

938 Louisa, Lever—S. A. and American & Co.

FOR COAST & CALCUTTA.

870 Maristella, Cluzone—H. A. Sedick.

FOR ZANZIBAR.

255 David Auterson, Nance—Framjee, Sande & Co.
122 Estrella do Damaun, Nacoda—H. Thavur.

NOT FIXED.

1348 Aebgrove, Fullerton—M. Nusserwanjee.
1296 Augusta, Reynes—Farnham & Co.
1303 Duncairn, Chambers—M. Nusserwanjee.
1094 Gardner Colby, Dunbar—The Captain.
1303 Glee Maiden, Cummine—The Captain.
1116 Lord Clyde, Ellis—R. Framjee.
1237 Macedon, Jones—Lawrence & Co.
745 Northumberland, Sandrais—Sir G. Forbes & Co.
1069 Peacemaker, Closson—The Captain.
1132 Poonoostaz, Duncan—Tudor Co.
478 Trevanion, Whatby—W. Nicol and Co.

STEAMERS.

FOR OVERLAND ROUTE.

140 Ceylon, Methven—P. & O. Co.
2205 Indus, Stewart—P. & O. Co.

FOR LIVERPOOL.

1328 Chancellor, Reynolds—Wallace and Co.
1060 Killarney, O'Neill—The Captain.
1138 Orchis, Lucas—The Captain.
1504 Potomac, Loudon—M. Nusserwanjee.
1412 Tiber, Glover—M. Nusserwanjee.
1325 William Cory, Croxton—Volkart Brothers.

FOR LONDON.

843 Maud, Brittain—M. Nusserwanjee.

FOR TRIESTE.

998 Gladys, Bardo—Lawrence and Co.

FOR KURRACHEE.

346 Kurrachee, Henderson—B. I. S. N. Co.

FOR CHINA.

1033 Massilia, Anderson—P. & O. Co.

FOR COAST, CALCUTTA & CHINA.

969 Assyria, Howell—B. I. S. N. Co.

FOR SYDNEY, &c.

1178 Bangalore, Borne—P. & O. Co.

FOR PORT SAID VIA CARWAR.

997 Sea Gull, Ridge—W. Nicol & Co.

NOT FIXED.

1226 Bellona, Shaw—F. Muir & Co.
1033 Nubia, Hall—P. & O. Co.
655 Punjaub, Sansord—B. I. S. N. Co.
1454 Xantho, Casens—W. Nicol & Co.

COUNTRY TRADER.

380 Fez Rabanee, Pierre.

ROYAL NAVY AND BOMBAY MARINE.

300 Clyde.
993 Columbine, Hereford.
182 Constance, Chapman.
472 Dagmar,—Steam Tug.
1066 Dalhousie, Warner.
835 Enchantress, Carr.
3037 Glasgow, Jones.
1584 Lynx, Keats.
313 May Frere, Guthrie.
408 Sind.

LEA AND PERRINS' CELEBRATED WORCESTERSHIRE SAUCE, DECLARED BY CONNOISSEURS TO BE THE ONLY GOOD SAUCE.

CAUTION AGAINST FRAUD.

The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine is to

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and to see that their names are upon the *wrapper, labels, stoppers* and *bottle*.

Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins have been forged, L. and P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against *Manufacturers* and *Vendors* of such, or any other imitations by which their right may be infringed.

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